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10470015
May 1975

motor common carrier freight rate study

for nine western states

May 1975
Final Report

PART II: APPENDIX

PREPARED FOR
FEDERATION OF ROCKY MOUNTAIN STATES, INC.
DENVER, COLORADO 80211
IN COOPERATION WITH
OLD WEST REGIONAL COMMISSION
WASHINGTON, D.C. 20036

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APPENDIX 1

Refers to general description of project study area in Chapter 1.

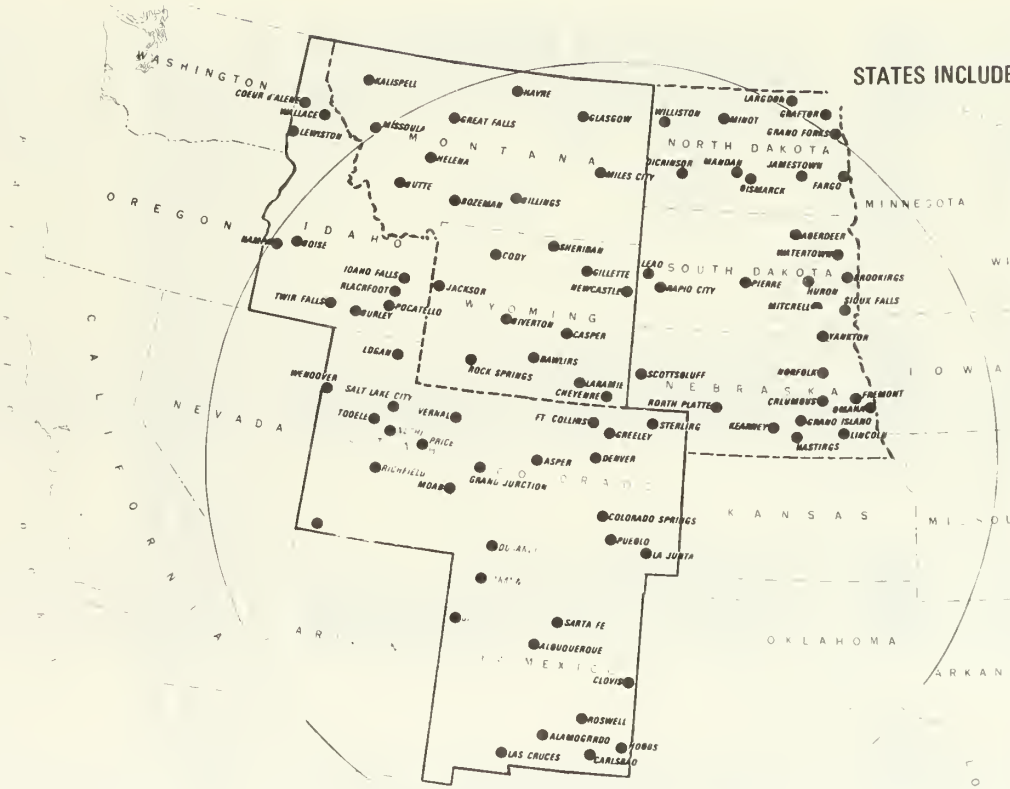
Map 1.1 States Included in Project Study Area

Table 1.1 Leading Cities in Leading Counties of Project Study Area States

MAP 1.1

MOTOR CARRIER FREIGHT RATE STUDY

STATES INCLUDED IN PROJECT STUDY AREA AND REPRESENTATIVE POINTS



OUTLINE MAP
OF THE
UNITED STATES

OLD WEST REGIONAL COMMISSION AREA

FEDERATION OF ROCKY MOUNTAIN STATES AREA

CIRCLE ENCLOSES POINTS WITHIN 700 MILES OF DENVER

THE LARGEST CITY IN THE PROJECT STUDY AREA

MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC

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TABLE 1.1

DETERMINATION OF REPRESENTATIVE POINTS

LEADING CITIES IN THE LEADING COUNTIES OF PROJECT STUDY AREA STATES

State: Colorado

1	2	3	4	5
Leading Counties in Rank Order	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City and Representative Point
Denver	274,680	532,829	13,834	Denver
El Paso	53,227	80,690	3,919	Colorado Springs
Jefferson (D)	52,726	102,713	3,317	Lakewood (D)
Arapahoe (D)	38,205	66,716	2,522	Englewood (D)
Boulder (D)	35,816	63,714	2,506	Boulder (D)
Pueblo	28,493	48,152	1,828	Pueblo
Adams (D)	27,040	45,168	2,044	Aurora (D)
Larimer	19,697	27,274	1,862	Fort Collins
Weld	19,263	32,432	1,526	Greeley
Mesa	12,157	17,241	1,180	Grand Junction
Pitkin	4,976	6,527	361	Aspen
Otero	4,465	5,700	493	La Junta
Logan	4,441	6,762	488	Sterling
La Plata	4,318	5,348	497	Durango
Morgan	4,250	5,927	427	Ft. Morgan

(D) Indicates that point is located within Denver Standard Metropolitan Statistical Area. Additional points have been selected to give a more representative coverage of Colorado.

TABLE 1.1
(continued)

State: Idaho

1	2	3	4	5
Leading 10 Counties	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City
Ada	34,867	56,544	2,729	Boise
Canyon	15,954	22,382	1,736	Nampa
Bonneville	13,725	19,590	1,081	Idaho Falls
Bannock	10,893	15,400	1,013	Pocatello
Twin Falls	10,621	14,406	1,057	Twin Falls
Nez Perce	9,005	15,966	759	Lewiston
Kootenai	6,852	9,879	697	Coeur d'Alene
Shosone	5,472	10,918	332	Wallace
Bingham	4,928	6,500	416	Blackfoot
Cassia	4,388	5,800	365	Burley

State: Montana

Leading 10 Counties	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City
Yellowstone	24,353	40,254	2,191	Billings
Cascade	18,598	29,933	1,544	Great Falls
Missoula	14,548	22,895	1,315	Missoula
Silver Bow	11,159	20,978	834	Butte
Lewis and Clark	8,849	13,122	817	Helena
Flathead	8,417	12,765	867	Kalispell
Gallatin	6,151	7,599	750	Bozeman
Deer Lodge	3,329	5,720	224	Anaconda
Lincoln	3,133	6,047	281	Libby
Hill	2,977	3,502	355	Havre

TABLE 1.1
(continued)

State: Nebraska

1	2	3	4	5
Leading 10 Counties	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City
Douglas	157,668	280,036	7,659	Omaha
Lancaster	51,626	79,899	3,148	Lincoln
Hall	13,926	20,769	1,056	Grand Island
Scotts Bluff	9,908	14,189	895	Scottsbluff
Dodge	8,750	12,840	831	Fremont
Adams	8,401	11,721	668	Hastings
Platte	7,840	11,355	566	Columbus
Madison	7,455	9,727	722	Norfolk
Buffalo	7,413	8,851	683	Kearney
Lincoln	6,610	7,901	724	North Platte

State: New Mexico

1	2	3	4	5
Leading 10 Counties	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City
Bernalillo	94,482	160,179	5,913	Albuquerque
Lea	13,088	21,255	1,240	Hobbs
Santa Fe	12,034	15,496	1,227	Santa Fe
Dona Ana	10,916	14,030	994	Las Cruces
San Juan	10,766	19,328	877	Farmington
Chaves	9,431	11,957	987	Roswell
Eddy	9,076	14,357	908	Carlsbad
McKinley	7,462	9,822	607	Gallup
Curry	7,340	8,636	764	Clovis
Otero	6,671	9,729	537	Alamogordo

TABLE 1.1
(continued)

State: North Dakota*

1	2	3	4	5
Leading 10 Counties	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City
Cass	24,420	40,958	1,755	Fargo
Grand Forks	12,341	17,883	1,042	Grand Forks
Burleigh	11,284	16,312	888	Bismarck
Ward	10,669	14,807	1,006	Minot
Stutsman	4,567	5,655	497	Jamestown
Williams	4,261	6,274	490	Williston
Stark	3,594	4,431	431	Dickinson
Morton	3,110	4,280	370	Mandan
Cavalier	2,617	6,452	171	Langdon
Walsh	2,475	2,738	351	Grafton

* Devils Lake was included as a representative point for North Dakota in response to recommendation of committee member.

State: South Dakota

1	2	3	4	5
Leading 10 Counties	Number of Employees	Taxable Payrolls	Total Reporting Units	Leading City
Minnehaha	31,681	52,649	2,108	Sioux Falls
Pennington	14,753	20,797	1,340	Rapid City
Brown	8,703	10,902	843	Aberdeen
Yankton	4,838	5,930	388	Yankton
Codington	4,677	5,688	477	Watertown
Beadle	4,591	6,196	514	Huron
Davis	4,274	5,407	477	Mitchell
Lawrence	3,983	6,343	339	Lead
Brookings	3,064	3,536	368	Brookings
Hughes	2,249	2,686	286	Pierre

APPENDIX 2

Refers to "Carrier Service Availability"

as Discussed in Chapter 2

Table 2.1	Carrier and Population Data for Study Area States
Exhibit 2.1	Wyoming Study of Carrier Service
Exhibit 2.2	North Dakota Study of Service Performed by Carriers
Exhibit 2.3	Transportation Survey of Carrier Service Levels
Map 2.1	Garrett Transportation, Example of Possible Tacking
Map 2.2	Barber Transportation, Example of Possible Tacking
Map 2.3	Illinois-California Express, Example of Possible Tacking

TABLE 2.1

CARRIER AND POPULATION DATA

FOR STUDY AREA STATES

TABLE 2.1

POPULATION AND AVAILABILITY OF AIR, RAIL, AND TRUCK SERVICE
AT ALL POINTS IN THE PROJECT STUDY AREA BY STATES

STATE: Colorado

Point	Population	Air	Rail	Truck
Aguilar	699			14
Akron	1,775		BN	4*
Alamosa	6,985	F	DRGW	11
Alamosa East	1,040		DRGW	Alamosa
Antonito	1,113		DRGW	10
Applewood	8,214			Denver
Arvada	46,814		CS, DRGW	Denver
Aspen	2,404	F-C2		6
Ault	841		UP	17
Aurora	74,974			Denver
Austin	1,163		DRGW	6
Bennett	613		UP	9
Berthoud	1,446		CS	15
Boulder	66,870		CS, UP	15
Bow Mar	945			Denver
Breckenridge	548			1*
Brighton	8,309		UP	24
Broomfield	7,261		BN, CS	21
Brush	3,377		BN	19
Buena Vista	1,962		DRGW	10
Burlington	2,828		RI	13
Canon City	9,206		ATSF, DRGW	11
Carbondale	726		DRGW	4
Castle Rock	1,531		ATSF, DRGW	22
Cedaredge	581			Delta
Center	1,470		RGMW, SLC	9
Cherry Hills Village	4,605			20
Cheyenne Wells	982		UP	9
Colorado Springs	135,060	T2-F-C	ATSF, CS, DRGW, RI	30
Commerce City	17,407		BN, RI, UP	Denver
Cortez	6,032	F	RGMW	11
Craig	4,205		DRGW	14
Creede	653		DRGW, RGMW	7
Del Norte	1,569		DRGW, RGMW	12
Delta	3,694		DRGW	11

Sources and Explanation Notes appear on final page of Table 2.1

Table 2.1, continued

Colorado - 2

Point	Population	Air	Rail	Truck
Denver	514,678	T7-F4-C4	ATSF, BN, CS, DRGW, RGMW, RI, UP	62
Derby	10,206			1
Dolores	820			8
Dove Creek	619			8
Durango	10,333	F	DRGW, RGMW	10
Eads	795		MP	10
Eagle	790		DRGW	10
East Canon	1,805			Cañon City
Eaton	1,389		GWP, UP	17
Edgewater	4,866			Denver
Englewood	33,695		ATSF, DRGW	Denver
Erie	1,090		BN, UP	7
Estes Park	1,616			3
Evans	2,570		UP	18
Evergreen	2,321			5
Federal Heights	1,502			20
Firestone	570			4
Flagler	615		RI	12
Florence	2,846		ATSF, DRGW	11
Fort Carson	19,399			22
Fort Collins	43,337		CS, UP	21
Fort Collins West	1,693			Fort Collins
Fort Lupton	2,489		UP	24
Fort Morgan	7,594		BN, UP	21
Fountain	3,515		ATSF, DRGW	19
Fowler	1,241		ATSF	14
Frederick	696		UP	4
Fruita	1,822		DRGW	8
Georgetown	542			1*
Glendale	765			49
Glenwood Springs	4,106		DRGW	11
Golden	9,817		CS	15
Granada	551		ATSF	12
Granby	554	C	DRGW	6
Grand Junction	20,170	T-F-C2	DRGW, RGMW	13
Greeley	38,902		CS, UP	31
Greenwood Village	2,578			6*
Gunnison	4,613	F	RGMW	12
Haxtun	899		BN	5
Hayden	763		DRGW	11

Table 2.1, continued

Colorado - 3

Point	Population	Air	Rail	Truck
Holly	993		ATSF	13
Holyoke	1,640		BN	6
Hotchkiss	507		DRGW	8
Hudson	518		BN	6
Hugo	759		UP	10
Idaho Springs	2,003			3
Ignacio	613		RGMW	11
Johnstown	1,191		GWR	11
Julesburg	1,578		UP	19
Kremmling	764		DRGW	7
Lafayette	3,498		BN	19
La Jara	768		DRGW	6
La Junta	7,938	C	ATSF	16
Lakewood	92,787			Denver
Lamar	7,797	F	ATSF	17
La Salle	1,227		UP	21
Las Animas	3,148		ATSF	16
La Veta	589		DRGW	9
Leadville	4,314	C	CS, DRGW	11
Leadville North	1,717			Leadville
Limon	1,814		RI, UP	16
Lincoln Park	2,984			Denver
Littleton Southeast	22,899			Littleton
Littleton	24,466		ATSF, DRGW	39
Longmont	23,209		BN, CS, GWR	21
Louisville	2,409		CS	8
Loveland	16,220		CS, GWR	21
Lyons	958		BN	4
Manassa	814		RGMW	8
Mancos	709		RGMW	8
Manitou Springs	4,278		DRGW	20
Meeker	1,597			11
Milliken	702		GWR, UP	6
Minturn	706		DRGW	11
Monte Vista	3,909		DRGW, RGMW, SLC	12
Montrose	6,496	F	DRGW, RGMW	13
Mountain View	706			1
Naturita	820			8
Northglenn	27,937			20
North La Junta	1,249			La Junta

Table 2.1, continued

Colorado - 4

Point	Population	Air	Rail	Truck
Nucla	949			7
Olathe	756		DRGW	10
Orchard Mesa	5,824			Grand Junction
Ordway	1,017		MP	7
Otis	521		BN	4*
Ouray	741			9
Pagosa Springs	1,360		RGMW	11
Palisade	874		DRGW	11
Palmer Lake	947		ATSF, DRGW	17
Paonia	1,161		DRGW	7
Platteville	683		UP	8
Pueblo	97,453	F-C	ATSF, CS, DRGW, MP, RGMW	32
Rangely	1,591			12
Red Cliff	621			9
Rifle	2,150	C	DRGW, RGMW	12
Rocky Ford	4,859		ATSF	16
Saguache	642		RGMW	10
Salida	4,355	C	DRGW	10
Sanford	638		RGMW	7
San Luis	781			3
Security-Widefield	15,297			17
Sheridan	4,787		CS	20
Sherrelwood	18,868			Denver
Silverton	797		DRGW, RGMW	10
Springfield	1,660		ATSF	8
Steamboat Springs	2,340	F-C2	DRGW	10
Sterling	10,636		BN, UP	22
Stratton Meadows	6,223			Colorado Springs
Stratton	790		RI	11
Telluride	553			6
Thornton	13,326			Denver
Trinidad	9,901		ATSF, CS	16
Walden	907		UP	4
Walsenburg	4,329		CS, DRGW	15
Walsh	989		ATSF	6
Welby	6,875		UP	Denver
Wellington	691		CS	5
Westminster	19,432		CS	Denver
Westminster East	7,576			Denver
Wheat Ridge	29,795			Denver

Table 2.1, continued

Colorado - 5

Point	Population	Air	Rail	Truck
Windsor	1,564		CS, GWR	16
Woodland Park	1,022			Colorado Springs
Wray	1,953		BN	3*
Yuma	2,259		BN	3*

Table 2.1, continued

STATE: Idaho

Point	Population	Air	Rail	Truck
Aberdeen	1,542		UP	5
American Falls	2,769		UP	8
Ammon	1,338		UP	3
Arco	1,244		UP	5
Ashton	1,187		UP	4
Bellevue	537		UP	5
Blackfoot	8,716		UP	7
Boise City	74,990	T-F-C2	UP	11
Bonners Ferry	2,796		BN, SI	5
Buhl	2,975		UP	7
Burley	8,279		UP	8
Caldwell	14,219		UP	9
Cascade	833		UP	6
Challis	784			4
Chubbuck	2,924		UP	2*
Coeur d'Alene	16,228		BN, MILW, SI	7
Cottonwood	867		CSP	1*
Council	899		UP	6
Craigmont	554		CSP, NEZP	1*
Dalton Gardens	1,559			
Downey	586		UP	4
Driggs	727		UP	3
Emmett	3,945		UP	9
Filer	1,173		UP	7
Fruitland	1,576		UP	9
Garden City	2,368			3*
Genesee	619		BN	4
Glenns Ferry	1,386		UP	5
Gooding	2,599		UP	7
Grace	826		UP	4
Grangeville	3,636		CSP	3*
Hailey	1,425		UP	5
Hayden	1,285			Coeur d'Alene
Heyburn	1,637		UP	6
Homedale	1,411		UP	9
Horseshoe Bend	511		UP	6
Idaho Falls	35,776	T-F	UP	11
Inkom	522		UP	5
Iona	890		UP	4
Jerome	4,183		UP	7

Table 2.1, continued

Idaho - 2

Point	Population	Air	Rail	Truck
Kamiah	1,307		CSP	1*
Kellogg	3,811		UP	4
Ketchum	1,454		UP	5
Kimberly	1,557		UP	6
Kooskia	809		CSP	1*
Kuna	593		UP	2
Lava Hot Springs	516		UP	4
Lewiston	26,068	F	BN, CSP	7
McCall	1,758		UP	7
McCammon	623		UP	4
Mackay	539		UP	5
Malad City	1,848		UP	4
Marsing	610		UP	8
Menan	545		UP	5
Meridian	2,616		UP	9
Middleton	739		UP	7
Montpelier	2,604		UP	5
Moscow	14,146		BN, UP	4
Mountain Home	6,451		UP	8
Mountain Home Base	6,038			7
Mullan	1,279		BN	5
Nampa	20,678		UP	10
New Meadows	605		UP	5
New Plymouth	986		UP	9
Nez Perce	555		NEZP	1*
Oakley	656		UP	3
Orofino	3,883		CSP	1*
Osburn	2,248		UP	4
Paris	615			4
Parma	1,228		UP	10
Paul	911		UP	7
Payette	4,521		UP	10
Pierce	1,218			1*
Pinehurst	1,934			3
Pocatello	40,036	T-F	UP	10
Post Falls	2,371		BN, MILW	5
Potlatch	871		WIM	3
Preston	3,310		UP	5
Priest River	1,493		BN	4
Rathdrum	741		BN, MILW	3

Table 2.1, continued

Idaho - 3

Point	Population	Air	Rail	Truck
Rexburg	8,272		UP	6
Rigby	2,293		UP	6
Riggins	533			1*
Ririe	575		UP	5
Rupert	4,563		UP	7
St. Anthony	2,877		UP	4
St. Maries	2,571		MILW	2
Salmon	2,910			3
Sand Point	4,144		BN, SI	6
Shelley	2,614		UP	5
Shoshone	1,233		UP	7
Smelterville	967			4
Soda Springs	2,977		UP	5
Spirit Lake	622		MILW	3
Sugar City	617		UP	4
Troy	541		BN	3
Twin Falls	21,914	F-C	UP	8
Ucon	664		UP	4
Wallace	2,206		BN, UP	5
Weippe	713			1*
Weiser	4,108		UP	9
Wendell	1,122		UP	6
Wilder	564		UP	9

Table 2.1, continued

STATE: Montana

Point	Population	Air	Rail	Truck
Anaconda	9,771		BAP, NPTC	6
Baker	2,584		MILW	4
Belgrade	1,307		BN	3
Belt	656		BN	4
Big Sandy	827		BN	3
Big Timber	1,592		BN	3
Billings	61,581	T2-F	BN, MILW	8
Boulder	1,342		BN	3
Bozeman	18,670	T-F	BN, MILW	4
Bridger	717		BN	1*
Broadus	799			3
Browning	1,700		BN	2
Butte	23,368	T2	BAP, BN, MILW, UP	10
Cascade	714		BN	2
Centerville - Dublin Gulch	2,284			2*
Chester	936		BN	3
Chinook	1,813		BN	3
Choteau	1,586		BN, MILW	1
Circle	964		BN	1
Columbia Falls	2,652		BN	4
Columbus	1,173		BN	3
Conrad	2,770		BN	3
Culbertson	821		BN	3
Cut Bank	4,004		BN	3
Darby	538		BN	6
Deer Lodge	4,306		BN, MILW	3
Dillon	4,548		UP	5
East Helena	1,651		BN	5
Ekalaka	663			1
Ennis	501			1
Eureka	1,195		BN	1
Fairfield	638		MILW	2
Fairview	956		BN	4
Floral Park	5,113			Butte
Forsyth	1,873		MILW	4
Fort Benton	1,863		BN	3
Glasgow	4,700	F	BN	4
Glendive	6,305	F	BN	4
Great Falls	60,091	T2-F2	BN, MILW	8
Hamilton	2,499		BN	5

Table 2.1, continued

Montana - 2

Point	Population	Air	Rail	Truck
Hardin	2,733		BN	3
Harlem	1,094		BN	3
Harlowton	1,375		MILW	2
Havre	10,558	F	BN	3
Havre North	1,073			Havre
Helena	22,730	T2	BN	5
Hot Springs	664			Plains
Jordan	529			over Miles City
Kalispell	10,526	F	BN, NPTC	6
Laurel	4,454		BN	3
Lewistown	6,437	F	BN, MILW	5
Libby	3,286		BN	3
Livingston	6,883		BN	4
Lodge Grass	806		BN	2
Malmstrom	8,374			Great Falls
Malta	2,195		BN	4
Manhattan	816		BN, MILW	3
McQueen - East Butte	1,084			Butte
Miles City	9,023	F	BN, MILW	5
Missoula	29,497	T-F	BN, MILW	10
Missoula South	4,886			Missoula
Missoula West	9,148			Missoula
Nashua	513		BN	2
Philipsburg	1,128		BN	3
Plains	1,046		BN	2
Plentywood	2,381		BN	2
Polson	2,464		BN	3
Poplar	1,389		BN	2
Rattlesnake	1,492			over Missoula
Red Lodge	1,844		BN	1
Ronan	1,347		BN	3
Roundup	2,116		MILW	5
St. Ignatius	925			2
Scobey	1,486		BN	2
Shelby	3,111		BN	4
Sheridan	636		BN	1
Sidney	4,543	F	BN	5
Silver Bow Park	5,524		BAP, BN, MILW UP	4
Stanford	505		BN	4
Stevensville	829		BN	5

Table 2.1, continued

Montana - 3

Point	Population	Air	Rail	Truck
Sunburst	604		BN	2
Superior	993		BN, MILW	4
Terry	870		BN, MILW	2
Thompson Falls	1,356		BN	2
Three Forks	1,188		BN, MILW	3
Townsend	1,371		BN	4
Troy	1,046		BN	3
Twin Bridges	613		BN	1
Valier	651		BN	1
Walkerville	1,097			1*
West Yellowstone	756	T-F	UP	3
Whitefish	3,349		BN	3
Whitehall	1,035		BN, MILW	3
White Sulphur Springs	1,200		WSYP	2
Webaux	644		BN	3
Wolf Point	3,095	F	BN	2

Table 2.1, continued

STATE: Nebraska

Point	Population	Air	Rail	Truck
Ainsworth	2,073		CNW	5
Albion	2,074		UP	4
Alliance	6,862	F	BN	6
Alma	1,299		BN	6
Ansley	631		BN	4
Arapahoe	1,147		BN	8
Arlington	910		CNW	2
Arnold	752		UP	2*
Ashland	2,176		BN	8
Atkinson	1,406		CNW	6
Auburn	3,650		BN, MP	8
Aurora	3,180		BN	9
Axtell	500		BN	8
Bancroft	545			6
Bassett	983		CNW	6
Battle Creek	1,158		CNW	5
Bayard	1,338		BN	9
Beatrice	12,389		BN, RI, UP	17
Beaver City	802		BN	3
Beemer	699		CNW	5
Bellevue	19,449		BN	18
Benkelman	1,349		BN	5
Bennington	683		CNW	3
Bertrand	662		BN	6
Blair	6,106		CNW	5
Bloomfield	1,287			1
Blue Hill	1,201		BN	2
Boys Town	989			13
Bridgeport	1,490		BN	8
Broken Bow	3,734		BN	5
Burwell	1,341		BN	3
Butte	575			2
Cairo	686		BN	2*
Callaway	523		UP	1*
Cambridge	1,145		BN	8
Cedar Bluffs	616		CNW	5
Central City	2,803		BN, UP	9
Chadron	5,853	F	CNW	6
Chappell	1,204		UP	8
Clarkson	805			2

Table 2.1, continued

Nebraska - 2

Point	Population	Air	Rail	Truck
Clay Center	952		BN	4
Coleridge	608		CNW	1
Columbus	15,471		BN, UP	17
Cozad	4,219		UP	11
Crawford	1,291		BN, CNW	5
Creighton	1,461		CNW	3
Crete	4,444		BN, MP	9
Crofton	677		CNW	1
Culbertson	801		BN	6
Curtis	1,166		BN	7
Dakota City	1,057		BN, CNW	12
David City	2,380		BN, UP	5
Decatur	679			5
Deshler	937		RI	3
De Witt	651		BN	5
Dodge	704			2
Doniphan	542		UP	8
Edgar	707		BN, UP	5
Elgin	917		CNW	4
Elkhorn	1,184		UP	8
Elm Creek	798		UP	5
Elmwood	548		MP	3
Elwood	601		BN	6
Emerson	850		CNW	8
Ewing	552		CNW	3
Exeter	759		BN	6
Fairbury	5,265		RI, UP	6
Fairmont	761		BN	6
Falls City	5,444		BN, MP	7
Fort Calhoun	642		CNW	4
Franklin	1,193		BN	5
Fremont	22,960		BN, CNW, UP	20
Friend	1,126		BN	7
Fullerton	1,444		UP	2*
Geneva	2,275		BN	4
Genoa	1,174		UP	4*
Gering	5,639		UP	9
Gibbon	1,388		UP	7
Gordon	2,106		CNW	4
Gothenburg	3,154		UP	9

Table 2.1, continued

Nebraska - 3

Point	Population	Air	Rail	Truck
Grand Island	31,269	F	BN, UP	23
Grant	1,099		BN	5
Greeley Center	580		BN	1*
Greenwood	506		BN	8
Gretna	1,557		BN	6
Hartington	1,581		CNW	1
Harvard	1,230		BN	6
Hastings	23,580	F	BN, MP, UP	18
Hay Springs	682		CNW	4
Hebron	1,667		BN, RI	5
Hemingford	734		BN	3
Henderson	901			4*
Hershey	526		UP	6
Holdrege	5,635		BN	11
Hooper	895		CNW	5
Howells	682			2
Humboldt	1,194		BN	4
Humphrey	862		UP	6
Imperial	1,589		BN	4
Indianola	672		BN	7
Kearney	19,181	F	BN, UP	13
Kenesaw	728		BN	4
Kimball	3,680		UP	7
Laurel	1,009		BN, CNW	5
La Vista	4,807			4*
Leigh	501			2
Lexington	5,618		UP	9
Lincoln	149,518	T-F	BN, CNW, MP, RI, UP	39
Louisville	1,036		BN, MP, RI	3*
Loup City	1,456		BN, UP	1*
Lyman	561		UP	5
Lyons	1,177		BN, CNW	6
McCook	8,285	F	BN	10
Madison	1,595		UP	6
Milford	1,846		BN	7
Millard	7,460		UP	11
Minatare	939		BN	8
Minden	2,669		BN	9
Mitchell	1,842		BN	8
Morrill	937		BN	8

Table 2.1, continued

Nebraska - 4

Point	Population	Air	Rail	Truck
Mullen	667		BN	1*
Nebraska City	7,441		BN, MP	12
Neligh	1,764		CNW	5
Nelson	746		BN	3
Newman Grove	863			4
Niobrara	602		CNW	1
Norfolk	16,607	F	CNW, UP	10
North Bend	1,350		UP	8
North Platte	19,447	F	UP	12
Oakland	1,355		BN, CNW	5
Offutt East	5,195			2
Offutt West	8,445			2
Ogallala	4,976		UP	8
Omaha	347,328	T4-F2-C	BN, CNW, FBL, ICG, MILW, MP, NW, RI, UP	59
O'Neill	3,753		BN, CNW	6
Ord	2,439		BN, UP	1*
Orleans	592		BN	6
Osceola	923		UP	4
Oshkosh	1,067		UP	5
Osmond	883		BN	4
Overton	506		UP	5
Oxford	1,116		BN	8
Papillion	5,606		UP	2
Parkview	1,089			1*
Pawnee City	1,267		BN	4
Paxton	503		UP	6
Pender	1,229			7
Peru	1,380		BN	5
Pierce	1,360		CNW	4
Plainview	1,494		BN, CNW	4
Plattsmouth	6,371		BN, MP	9
Ponca	984			2
Ralston	4,265		BN	19
Randolph	1,130		BN	5
Ravenna	1,356		BN	6
Red Cloud	2,195		BN	4
Rushville	1,137		CNW	4
St. Edward	853		UP	3*
St. Paul	2,026		BN, UP	3
Sargent	789		BN	1*

Table 2.1., continued

Nebraska - 5

Point	Population	Air	Rail	Truck
Schuyler	3,597		UP	10
Scottsbluff	14,507	F	BN	12
Scribner	1,031		CNW	6
Seward	5,294		BN	10
Shelby	647		UP	5
Shelton	1,028		UP	7
Sidney	6,403	F	BN, UP	12
South Sioux City	7,920		BN, CNW	11
Spalding	676		UP	1*
Spencer	606		CNW	2
Springfield	795		MP	1*
Stanton	1,363		CNW	5
Stromsburg	1,215		UP	1
Stuart	561		CNW	6
Superior	2,779		ATSF, BN, MP	6
Sutherland	840		UP	6
Sutton	1,361		BN	6
Syracuse	1,562		BN	6
Tecumseh	2,058		BN	4
Tekamah	1,848		CNW	5
Terrytown	747			8
Tilden	947		CNW	5
Trenton	770		BN	4
Utica	602		BN	9
Valentine	2,662		CNW	4
Valley	1,595		UP	8
Verdigre	570		CNW	3
Wahoo	3,835		BN, CNW, UP	8
Wakefield	1,160		CNW	6
Walthill	897		BN	7
Wauneta	738		BN	4
Wausa	720			1
Waverly	1,152		BN	8
Wayne	5,379		CNW	5
Weeping Water	1,143		MP	4
West Point	3,385		CNW	6
Wilber	1,483		BN	6
Winnebago	675		BN	6
Wisner	1,315		CNW	5
Wood River	1,061		UP	8
Wymore	1,790		BN	9
York	6,778		BN	11
Yutan	507		BN, UP	5

Table 2.1, continued

STATE: New Mexico

Point	Population	Air	Rail	Truck
Alamogordo	23,035	F	SP	4
Albuquerque	243,751	T2-F2-C2	ATSF	14
Anthony	1,728			9
Artesia	10,315		ATSF	5
Aztec	3,354		RGMW	8
Bayard	2,908		ATSF	6
Belen	4,823		ATSF	7
Bernalillo	2,016		ATSF	7
Bloomfield	1,574			7
Cannon	5,461			Clovis
Carlsbad	21,297	F	ATSF	5
Carrizozo	1,123		SP	4
Central	1,864			5
Chama	899		RGMW	5
Cimarron	927			6
Clayton	2,931		CS	7
Cloudcroft	525			2
Clovis	28,495	F	ATSF	11
Deming	8,343		ATSF, SP	9
Dexter	746		ATSF	5
Espanola	4,528			5
Estancia	721		ATSF	6
Eunice	2,641		TNM	5
Farmington	21,979	F-C	RGMW	9
Fort Sumner	1,615		ATSF	8
Gallup	14,596	F	ATSF	11
Grants	8,768		ATSF	8
Hagerman	953		ATSF	5
Hatch	867		ATSF	4
Hobbs	26,025	F	TNM	7
Holloman	8,001			2*
Hurley	1,796		ATSF	6
Isleta Pueblo	1,080			9
Jal	2,602		TNM	5
Jemez Pueblo	1,197			2
La Mesilla	1,713			Las Cruces
Las Cruces	37,857	C	ATSF	9
Las Vegas ⟍	7,528		ATSF	7
Las Vegas ⟋	6,307		ATSF	7
Lordsburg	3,429		SP	10

Table 2.1, continued

New Mexico - 2

Point	Population	Air	Rail	Truck
Los Alamos	11,310			6
Los Lunas	973		ATSF	8
Los Ranchos de Albuquerque	1,900			Albuquerque
Loving	1,192		ATSF	4
Lovington	8,915		TNM	7
Magdalena	652			5
Meadow Vista	1,402			
Melrose	636		ATSF	7
Milan	2,185			6
Moriarty	758			8
Mountainair	1,022		ATSF	5
North Valley	10,366			Albuquerque
Pecos	598		ATSF	8
Portales	10,554		ATSF	5
Questa	1,095		RGMW	5
Raton	6,962	C	ATSF	10
Roswell	33,908	F	ATSF	6
Ruidoso	2,216			4
Ruidoso Downs	702			2
Sandia	6,867		ATSF	3
San Felipe Pueblo	1,187			Santa Fe
Santa Fe	41,167	C2	ATSF	9
Santa Rosa	2,485		RI, SP	6
Santo Domingo Pueblo	1,662			Santa Fe
Silver City	7,751	F	ATSF	6
Socorro	4,687		ATSF	6
South Valley	29,389			Albuquerque
Springer	1,574		ATSF	9
Taos	2,475	C		6
Taos Pueblo	1,030			3
Tatum	982			6
Texico	772		ATSF	9
Truth or Consequences	4,656			4
Tucumcari	7,189		RI	8
Tularosa	2,851		SP	4
University Park - Tortugas	4,165			11
Vaughn	867		ATSF, SP	6
Wagon Mound	630		ATSF	7
White Rock	3,861			4
White Sands	4,167			3*
Zuni Pueblo	3,958		ATSF	6

Table 2.1, continued

STATE: North Dakota

Point	Population	Air	Rail	Truck
Ashley	1,236		SOO	3
Beach	1,408		BN	3
Belfield	1,130		BN	3
Beulah	1,344		BN	1
Bismarck	34,703	T-F2	BN, SOO	7
Bottineau	2,760		BN	2*
Bowbells	584		BN, SOO	2
Bowman	1,762		MILW	1
Cando	1,512		BN	2
Carrington	2,491		BN, SOO	2
Casselton	1,485		BN	2
Cavalier	1,381		BN	2
Center	619			1*
Cooperstown	1,485		BN	2
Crosby	1,545		BN, SOO	1
Devils Lake	7,078	F	BN, SOO	3
Dickinson	12,405		BN	5
Drake	636		SOO	2
Drayton	1,095		BN	1
Dunseith	811		BN	2*
Edgeley	888		BN, MILW	2
Elgin	839		BN, MILW	1
Ellendale	1,517		BN, MILW	2
Emerado	515		BN	3
Enderlin	1,343		SOO	1*
Fargo	53,365	T-F	BN, MILW	12
Fessenden	815		SOO	2
Finley	809		BN	2
Forman	596		SOO	1
Fort Yates	1,153			1*
Garrison	1,614		SOO	3
Glen Ullin	1,070		BN	3
Grafton	5,946		BN	2
Grand Forks Base	10,474		BN	5
Grand Forks	39,008	T-F	BN	5
Gwinner	623		BN	1
Hankinson	1,125		BN, SOO	1
Harvey	2,361		SOO	2
Hatton	808		BN	1
Hazen	1,240		BN	1

Table 2.1, continued

North Dakota - 2

Point	Population	Air	Rail	Truck
Hebron	1,103		BN	4
Hettinger	1,655		MILW	2
Hillsboro	1,309		BN	2
Jamestown	15,385	T	BN	5
Kenmare	1,515		SOO	2
Killdeer	615		BN	1
Kulm	625		SOO	2
Lakota	964		BN	2
La Moure	951		BN	2
Langdon	2,182		BN	2
Larimore	1,469		BN	2
Leeds	626		BN	2
Lidgerwood	1,000		BN, SOO	1
Linton	1,695		BN, MILW	1*
Lisbon	2,090		BN	1
McClusky	664		BN	1*
McVille	583		BN	over Lakota
Maddock	708		BN	1
Mandan	11,093		BN	7
Mayville	2,554		BN	1
Milnor	645		BN	1
Minot Base	12,077			3
Minot	32,290	F2	BN, SOO	4
Minto	636		BN	2
Mohall	950		BN	2*
Mott	1,368		BN, MILW	1
Napoleon	1,036		SOO	2
New England	906		MILW	1
New Rockford	1,969		BN	1
New Salem	943		BN	4
New Town	1,428		SOO	1*
Northwood	1,189		BN	1
Oakes	1,742		BN, CNW	1
Park River	1,680		BN	1
Parshall	1,246		SOO	1*
Pembina	741		BN	3
Portland	534		BN	1
Powers Lake	523		BN	1*
Ray	776		BN	1
Richardton	799		BN	3

Table 2.1, continued

North Dakota - 3

Point	Population	Air	Rail	Truck
Rolette	579		BN, SOO	1*
Rolla	1,458		BN	1
Rugby	2,889		BN	2
St. Thomas	508		BN	1
Stanley	1,581		BN	3
Stanton	517		BN	1*
Steele	696		BN	3
Strasburg	642		MILW	1*
Tioga	1,667		BN	3
Towner	870		BN	2
Turtle Lake	712		BN	1*
Underwood	781		SOO	3
Valley City	7,843		BN, SOO	6
Velva	1,241		SOO	2
Wahpeton	7,076		BN, MILW	2
Walhalla	1,471		BN	2
Washburn	804		SOO	2
Watford City	1,768		BN	1
West Fargo	5,161		BN	10
Westhope	705		BN	2*
Williston	11,280	F	BN	17
Wilton	695		BN, SOO	2
Wisher	1,275		SOO	3
Windmere	516		BN, SOO	1

Table 2.1, continued

STATE: South Dakota

Point	Population	Air	Rail	Truck
Aberdeen	26,476	F	BN, CNW, MILW	5
Alcester	627		CNW	2
Alexandria	598		MILW	1
Arlington	954		BN, CNW	2
Armour	925			2
Avon	610		MILW	2
Belle Fourche	4,236		CNW	3
Beresford	1,655		CNW	2
Big Stone City	631		MILW	3
Bowdle	667		MILW	1
Box Elder	607		CNW	2
Brandon	1,431		CNW	2*
Bridgewater	633		MILW	1
Britton	1,465		MILW	2
Brookings	13,717	F	CNW	3
Bryant	502		MILW	1*
Burke	892		CNW	1
Canistota	636		CNW	1
Canton	2,665		MILW	2
Castlewood	523		CNW	1*
Centerville	910		CNW	2
Chamberlain	2,626		MILW	3
Clark	1,356		CNW	1
Clear Lake	1,157			1
Colton	601		BN	1
Corsica	615			1
Custer	1,597		BN	2
Deadwood	2,409		BN	3
Dell Rapids	1,991		MILW	1*
De Smet	1,336		CNW	2
Dupree	523		MILW	1
Eagle Butte	530		MILW	1
Edgemont	1,174		BN	3
Elk Point	1,372		MILW	4
Elkton	541		CNW	1
Ellsworth	5,805			1*
Eureka	1,547		MILW	1
Faith	576		MILW	2
Faulkton	955		CNW, MILW	1
Flandreau	2,027		MILW	1

Table 2.1, continued

South Dakota - 2

Point	Population	Air	Rail	Truck
Fort Pierre	1,448		CNW	3
Freeman	1,357		MILW	1
Garretson	847		BN	1*
Gettysburg	1,915		CNW	1
Gregory	1,756		CNW	1
Groton	1,021		MILW	1
Hartford	800		CNW	1
Herreid	672		SOO	1*
Highmore	1,173		CNW	2
Hot Springs	4,434		BN	3
Hoven	671			1*
Howard	1,175			1
Huron	14,299	F	BN, CNW	5
Ipswich	1,187		MILW	2*
Kadoka	815		MILW	2
Kimball	825		MILW	1
Lake Andes	948		MILW	1
Lake Preston	812		CNW, MILW	2
Lead	5,420		BN	3
Lemmon	1,997		MILW	1
Lennox	1,487		BN, MILW	2
Leola	787			1
McIntosh	563		MILW	1
McLaughlin	863		MILW	1
Madison	6,315		MILW	3
Marion	844		MILW	1
Martin	1,248			2
Menno	796		MILW	2
Milbank	3,727		MILW	4
Miller	2,148		CNW	2
Mission	739			2
Mitchell	13,425	F	CNW, MILW	4
Mobridge	4,545		MILW	3
Murdo	865		MILW	2
Newell	664			3
North Eagle Butte	1,351			
North Sioux City	860			3
Onida	785		CNW	1
Parker	1,005		CNW, MILW	1
Parkston	1,611		MILW	2

Table 2.1, continued

South Dakota - 3

Point	Population	Air	Rail	Truck
Philip	983		CNW	2
Pierre	9,699	T-F	CNW	4
Pine Ridge	2,768			1
Plankinton	613		MILW	1
Platte	1,351		MILW	1
Presho	922		MILW	2
Rapid City	43,836	T-F2	CNW, MILW	3
Redfield	2,943		CNW, MILW	3
Salem	1,391		CNW	1
Scotland	984		MILW	1
Selby	957		MILW	1
Sioux Falls	72,488	T-F2	BN, CNW, ICG, MILW	6
Sisseton	3,094		MILW	2
Spearfish	4,661			3
Springfield	1,566			1
Sturgis	4,536		CNW	3
Timber Lake	625		MILW	1*
Tripp	851		MILW	2
Tyndall	1,245		MILW	3
Valley Springs	566		CNW	2
Vermillion	9,128		MILW	3
Viborg	662		BN	1
Villa Ranchaero	3,171			Rapid City
Volga	982		CNW	2
Wagner	1,655		MILW	2
Wall	786		CNW	2
Watertown	13,388	F	BN, CNW	3
Waubay	696		MILW	2
Webster	2,252		MILW	2
Wessington Springs	1,300		MILW	1
White River	617			
Whitewood	689		CNW	2
Wilmot	518		MILW	3
Winner	3,789		CNW	2
Woonsocket	852		MILW	1
Yankton	11,919	F	BN, MILW	4

Table 2.1, continued

STATE: Utah

Point	Population	Air	Rail	Truck
Alpine	1,047			6
American Fork	7,713		DRGW, UP	11
Beaver	1,453			6
Blanding	2,250			6
Bountiful	27,853			13
Brigham City	14,007	C	UP	9
Castle Dale	541			2
Cedar City	8,946	F-C	UP	6
Centerville	3,268		UP	11
Clearfield	13,316		DRGW, UP	15
Clinton	1,768			7
Coalville	864		UP	4
Cottonwood	8,431			4
Delta	1,610		UP	6
Dragerton	1,614		DRGW	8
Duchesne	1,094			6
Dugway	2,357			2*
East Layton	763			2*
East Millcreek	26,579			4*
Enterprise	844			3*
Ephraim	2,127		DRGW	7
Escalante	638			2*
Eureka	753			6
Fairview	696		DRGW	6
Farmington	2,526		DRGW, UP	10
Ferron	663			3
Fillmore	1,411		UP	7
Fruit Heights	800			2*
Garland	1,187		UP	5
Granger-Hunter	9,029			18
Granite Park	9,573			Salt Lake City
Grantsville	2,931			5
Green River	1,033		DRGW	4
Gunnison	1,073		DRGW	7
Harrisville	603		UP	2
Heber	3,245			7
Helper	1,964		DRGW	5
Holladay	23,014			13
Honeyville	640		UP	1*
Huntington	857			3

Table 2.1, continued

Utah - 2

Point	Population	Air	Rail	Truck
Huntsville	553			1*
Hurricane	1,408			7
Hyde Park	1,025			4
Hyrum	2,340		UP	5
Kamas	806			1*
Kanab	1,381			8
Kaysville	6,192		UP	8
Kearns	17,071		DRGW	19
Layton	13,603		DRGW, UP	9
Lehi	4,659		DRGW, UP	11
Lewiston	1,244		UP	6
Lindon	1,644			9
Logan	22,333	C	UP	6
Maeser	1,248			3
Magna	5,509		DRGW	9
Manti	1,803		DRGW	7
Mapleton	1,980			7
Midvale	7,840		DRGW, UP	13
Midway	804			4*
Milford	1,304		UP	4
Moab	4,793	F-C2		4
Monroe	918			7
Monticello	1,431			6
Morgan City	1,586		UP	5
Moroni	894		DRGW	7
Mount Olympus	5,909			Salt Lake City
Mount Pleasant	1,516		DRGW	7
Murray	21,206		DRGW, UP	16
Nephi	2,699		UP	8
North Logan	1,405			Logan
North Ogden	5,257			11
North Salt Lake	2,143		DRGW, UP	16
Ogden	69,478	C	DRGW, UP, SP	18
Onaqui	541			over Magna
Orangeville	511			3
Orem	25,729			11
Panguitch	1,318			6
Park City	1,193		UP	5
Parowan	1,423			6
Payson	4,501		DRGW, UP	10

Table 2.1, continued

Utah - 3

Point	Population	Air	Rail	Truck
Perry	909		UP	7
Plain City	1,543			1*
Pleasant Grove	5,327		UP	10
Pleasant View	2,028			4
Price	6,218	C	DRGW	6
Providence	1,608			6
Provo	53,131	C2	DRGW, UP, UTAH	14
Randolph	500			3
Richfield	4,471		DRGW	7
Richmond	1,000		UP	6
Riverdale	3,704		UP	9
River Heights	1,008			1*
Riverton	2,820		DRGW	11
Roosevelt	2,005			5
Roy	14,356		DRGW, UP	13
St. George	7,097	C		7
Salem	1,081			9
Salina	1,494		DRGW	7
Salt Lake City	175,885	T3-F3-C4	DRGW, UP, SLGW, WP	27
Sandy City	6,438		UP	12
Santaquin	1,236		DRGW, UP	9
Smithfield	3,342		UP	6
South Jordan	2,942			9
South Ogden	9,991			8
South Salt Lake	7,810			20
South Weber	1,073			1*
Spanish Fork	7,284		DRGW, UP	11
Springville	8,790		DRGW, UP	10
Sunset	6,268		UP	10
Syracuse	1,843			8
Tooele	12,539		TOV	4
Tremonton	2,794		UP	7
Vernal	3,908	F		6
Washington	750			4
Washington Terrace	7,241			6
Wellington	922		DRGW	5
Wellsville	1,267		UP	6
Wendover	781		WP	6
West Bountiful	1,246			2*
West Jordan	4,221		DRGW	12
West Point	1,020			6
White	6,402		UP	Salt Lake City
Willard	1,045		DRGW, UP	6
Woods Cross	3,124			15

Table 2.1, continued

STATE: Wyoming

Point	Population	Air	Rail	Truck
Afton	1,290			3
Basin	1,145		BN	4
Big Piney	570			2
Buffalo	3,394			3
Casper	39,361	T1-F1-C	BN, CNW	6
Cheyenne	40,914	T-F	CS, UP	14
Cody	5,161	F	BN	5
Douglas	2,677		BN, CNW	4
Du Bois	898			3
Evanston	4,462		UP	6
Evansville	832		BN, CNW	5
Fox Farm	1,329			Cheyenne
Gillette	7,194	C	BN	4
Glenrock	1,515		BN, CNW	4
Green River	4,196		UP	7
Greybull	1,953		BN	4
Guernsey	793		BN, CS, CW	1
Jackson	2,101	F		5
Kemmerer	2,292		UP	4
Lander	7,125			3
Laramie	23,143	F	UP	8
Lovell	2,371		BN	4
Lusk	1,495		CNW	4
Lyman	643			5
Mills	1,724		CNW	4
Moorcroft	981		BN	3
Mountain View	1,641			4
Newcastle	3,432		BN	4
Orchard Valley	1,015			Cheyenne
Paradise Valley	1,764			Casper
Pine Bluffs	937		UP	5
Pinedale	948			2
Powell	4,807		BN	4
Rawlins	7,855		UP	6
Riverton	7,995	F	CNW	3
Rock Springs	11,657	F	UP	8
Saratoga	1,181		UP	3
Sheridan	10,856	T	BN	4
Shoshone	562		CNW	3
Sundance	1,056			2

Table 2.1, continued

Wyoming - 2

Point	Population	Air	Rail	Truck
Thermopolis	3,063		BN	5
Torrington	4,237		BN	3
Upton	987		BN	3
Warren Air Force Base	4,527		CS, UP	Cheyenne
Wheatland	2,498		CS	5
Worland	5,055	F	BN	4

Table 2.1, concluded

Sources and Explanations

Columns 1 & 2: United States, Bureau of the Census, Census of Population, 1970, Vol. I, Table 6, "Characteristics of the Population."

Note: For manageability, a cut-off point of 500 persons was used in reporting incorporated places in this table.

Column 3: Official Airline Guide, North American Edition, Oak Brook, Ill.: Reuben H. Donnelly Co., Aug. 1974.

Note: Symbols used indicate the following:

T = Domestic trunk line air carrier; number indicates number of lines serving the point.
F = Local service or regional "feeder" line air carrier; number indicates number of lines serving the point.
C = Commuter or "third level" (unregulated) air carrier service; number indicates number of lines serving the point.

Column 4: E. A. McCarron, National Rate Basis Tariff, Chicago: Western Trunkline Committee, et. al, agents, current as supplemented.

Note: Letters appearing in Column 4 are initials of railroads serving the point. Letters "RGMW" stand for Rio Grande Motor Way, which is substituted motor carrier service.

Column 5: Rocky Mountain Motor Tariff Bureau, Tariff ICC RMB 118U, as in effect September 1, 1974.

Note: Figure shown in Column 5 indicates number of carriers certificated to serve the point, not actual service provided.

* Where items are marked by an asterisk, information was taken from American Trucking Association, Inc., American Motor Carrier Directory (Atlanta: Guide Services, Inc.), 1974.

Where the name of a city or town is indicated in the right hand column, subject point is served in same commercial zone or delivery limits.

EXHIBIT 2.1

WYOMING STUDY OF CARRIER SERVICE

Exhibit 2.1
(page 1)

THE STATE OF WYOMING

JOHN O. CALLAHAN
CHAIRMAN
G. KEITH OSBORN
DEPUTY CHAIRMAN
ZAN LEWIS
COMMISSIONER
ALEX J. ELIOPULOS
CHIEF COUNSEL AND
ADMINISTRATIVE SECRETARY
FRANKLIN MOCKLER
ADMINISTRATIVE ASSISTANT
SECRETARY

Public Service Commission

SUPREME COURT BUILDING
CHEYENNE, WYOMING 82002

STANLEY K. HATHAWAY
GOVERNOR
FRANK L. RAUCHFUSS
ASSISTANT SECRETARY AND
DIRECTOR, UTILITIES DEPARTMENT
DELBERT L. BOYER
ENGINEER
HENRY R. WULF
ACCOUNT ANALYST
WILLIAM M. ROONEY
DIRECTOR, MOTOR TRANSPORTATION
WILLIAM L. JOHNSON
DIRECTOR, RATE AND TARIFF

October 2, 1974

Dr. Paul McElhiney
Research Consultant
Federation of Rocky Mountain States, Inc.
Suite 300-B
2480 West 26th Avenue
Denver, Colorado 80211

Dear Paul:

In response to your letter of September 23, 1974 concerning interstate motor carrier regular route service, enclosed is a table showing the carriers service at the 10 (or 11) Wyoming project points.

Based upon our knowledge, telephone directories, etc., the table is accurate except that some of the larger carriers such as Consolidated, PIE, IML and Ringsby (Ringsby or Ringsby-United or United-Buckingham) may be serving in truckload lots only. And, it is possible that smaller carriers may be handling LTL shipments for these larger carriers where the larger carriers do not have terminals or offices.

We feel that Barber Transportation may be serving Gillette and Sheridan as the result of recent authority grants but this has not been confirmed.

See you at the next meeting.

Very truly yours,

Bill

Wm. L. Johnson, Director
Rate and Tariff Department

WLJ:lh
Enclosure
cc: Ralph Knull, Colo. PUC

WYOMING POINTS

Carrier	Carrier Directory	Terminal or Office	Telephone Listing	Known Serving	Doubtful Serving
Casper, Wyoming					
BNTN	X	X	X	X	
CFWY	X	X	X	X	
PIEC*	X				X
RING	X				X
SACF	X	X	X	X	
TCONU	X				X
Cheyenne, Wyoming					
BRIG	X	X	X	X	
CFWY	X	X	X	X	
ICXS	X	X	X	X	
IMFS	X				X
IMLF	X				X
MHXP	X				X
NEMR	X	X	X	X	
PIEC	X				X
RING	X	X	X	X	
SACF	X	X	X	X	
TCONU	X				X
UBFL	X				X
WNEB	X			X	
Cody, Wyoming					
BNTN	X			X	
CFWY	X				X
KEDS	X				X
PIEC*	X				X
SACF	X	X	X	X	
Gillette, Wyoming					
RING	X				X
ROTR	X		X	X	
SACF	X	X	X	X	
UBFL	X	X	X		X
Jackson, Wyoming					
CFWY	X				X
JVXP	X	X	X	X	
MILN	X	X	X	X	
PIEC*	X				X
SACF	X	X	X	X	

Carrier	Carrier Directory	Terminal or Office	Telephone Listing	Known Serving	Doubtful Serving
Laramie, Wyoming					
CFWY	X				X
IMLF	X				X
NOPK	X	X	X	X	
PIEC	X				X
RING	X				X
SACF**	X	X	X	X	
TIME	X				X
TWEL	X	X	X	X	
Newcastle, Wyoming					
ROTR	X		X	X	
SACF	X	X	X	X	
TCONU	X				X
UBFL	X				X
Rawlins, Wyoming					
CFWY	X				X
IMLF	X				X
NOPK	X	X	X	X	
PIEC	X				X
RING	X				X
SACF	X	X	X	X	
Riverton, Wyoming					
CFWY	X				X
PIEC*	X				X
SACF	X	X	X	X	
Rock Springs, Wyoming					
BJTC	X	X	X	X	
BOTC	X			X	
CFWY	X				X
IMLF	X	X	X	X	
MTLN	X	X	X	X	
PIEC	X				X
SACF	X	X	X	X	
ZUEK	X	X	X	X	
Sheridan, Wyoming					
BNTC	X	X	X	X	
PIEC*	X				X
SACF	X	X	X	X	
UBFL	X				X

* Restricted authority. Do not have Scope of Operations tariff to show restrictions applicable.

** Does not apply when interchanged at Denver, Colorado.

BJTC - Bunning, John Transfer Co., Rock Springs, Wyo.
BNTN - BN Transport Inc., Galesburg, Ill.
BOTC - Bonanza Trucking Co., Craig, Colo
BRIG - Briggs Transportation Co., St. Paul, Minn.
CFWY - Consolidated Freightways, Menlo Park, Cal.
ICXS - Illinois-California Express, Inc., Denver, Colo.
IMFS - Interstate Motor Freight System, Grand Rapids, Mich.
IMLF - IML Freight, Inc., Salt Lake City, Utah
JVXP - Jackson-Victor Express, Don G. Brewer, d/b/a, Jackson, Wyo.
KEDS - Ken's Delivery Service, Kennith L. Outland, d/b/a, Thermopolis, Wyo
MHXP - Mile-Hi Express, Inc., Denver, Colo.
MILN - Milne Truck Lines, Inc., Salt Lake City, Utah
NEMR - North Eastern Motor Freight, Inc., Denver, Colo.
NOPK - North Park Transportation Co., Denver, Colo.
PIEC - Pacific Intermountain Express, Co., Oakland, Cal.
RING - Ringsby Truck Lines, Inc., Littleton, Colo.
ROTR - Ross Transfer, Inc., Chadron, Nebr.
SACF - Salt Creek Freightways, Casper, Wyo.
TCONU- Transcon Lines (operator in part of United-Buckingham Freight Lines, Inc.), Los Angeles, Cal.
TIME - T.I.M.E.-DC, Inc., Lubbock, Texas
TWEL - Trans-Western Express, LTD., Denver, Colo.
UBFL - United-Buckingham Freight Lines, Inc., Littleton, Colo.
WNEB - West Nebraska Express, Inc., Scottsbluff, Nebr.
ZUEK - Zueck Transportation Company, Rock Springs, Wyo.

Rate and Tariff Department
Public Service Commission of Wyoming
October 2, 1974

EXHIBIT 2.2

NORTH DAKOTA STUDY OF SERVICE PERFORMED BY

BY MOTOR FREIGHT CARRIERS

Exhibit 2.2 (page 1)

COMMISSIONERS
WOLF, PRESIDENT • BRUCE HAGEN • RICHARD A. ELKIN

AL BUMANN
SECRETARY

PUBLIC SERVICE COMMISSION

BISMARCK 58501

October 1, 1974

Mr. Paul McElhiney
Research Consultant
Federation of Rocky Mountain States, Inc.
Suite 300-B
2480 W. 26th Avenue
Denver, Colorado 80211

Dear Paul:

This is in reply to your letter of September 23, 1974, concerning Chapter two of your study dealing with "Availability of Motor Carrier Service".

We have had no complaints regarding refusal of service by carriers. Needless to say, we have had considerable complaints about quality of service, that is delay in pickup, as well as delay in delivery; and the handling of claims by the motor carriers.

At the present time, this Commission is making its own survey into 1) the level of rates by intrastate carriers for comparable services, and 2) comparing their published rates with their operating authority.

Since this project has only been instituted within the last ten days, we do not have a complete study as of yet.

Sincerely Yours,

Tom Wright
Traffic Director

TW/rk

NORTH DAKOTA

Availability of Service by Day of Week

NAME OF CARRIER	CITY	MON.	TUES.	WED.	THURS.	FRI.	SAT.	SUN.
Barber Transport	Dickinson	x	x	x	x	x		
	Amidon	x	x	x	x	x		
	Bowman	x	x	x	x	x		
	Scranton	x	x	x	x	x		
	Gascoyne	x	x	x	x	x		
	Reeder	x	x	x	x	x		
	Bucyrus	x	x	x	x	x		
	Hettinger	x	x	x	x	x		
	Rhame	x	x	x	x	x		
	Marmarth	x	x	x	x	x		
	Dickinson	x		x		x		
	New England	x		x		x		
	Havelock	x		x		x		
	Regent	x		x		x		
	Mott	x		x		x		
Border Freight Lines	Burlington	x		x		x		
	Foxholm	x		x		x		
	Carpio	x		x		x		
	Donnybrook	x		x		x		
	Kenmare	x	x	x	x	x		
	Bowbells	x		x		x		
	Flaxton	x		x		x		
	Portal	x	x	x	x	x		
Center Freight Lines	Mandan	x		x		x		
	Bismarck	x		x		x		
Dakota Film and Express	Grand Forks Air Force Base	x	x	x	x	x		
	Grafton	x	x	x	x	x		
	Cavalier	x	x	x	x	x		
	Neche	x	x	x	x	x		
	Pembina	x	x	x	x	x		
	Drayton	x	x	x	x	x		
	Park River	x	x	x	x	x		
	Edmore	x	x	x	x	x		
	Langdon	x	x	x	x	x		
	Walhalla	x	x	x	x	x		
	Edinburg	x	x	x	x	x		
	Fordville	x	x	x	x	x		
	Conway	x	x	x	x	x		
	Forest River	x	x	x	x	x		
	Emerado	x	x	x	x	x		
	Arvilla	x	x	x	x	x		
	Niagara	x	x	x	x	x		

(continued)

(Name of Carrier)	(City)	MON.	TUES.	WED.	THURS.	FRI.	SAT.	SUN.
(Dakota Film and Express - continued)	Petersburg	x	x	x	x	x		
	Michigan	x	x	x	x	x		
	Lakota	x	x	x	x	x		
	Pekin	x	x	x	x	x		
	McVille	x	x	x	x	x		
	Kloten	x	x	x	x	x		
	Anita	x	x	x	x	x		
	Sharon	x	x	x	x	x		
	Finley	x	x	x	x	x		
	Portland	x	x	x	x	x		
	Mayville	x	x	x	x	x		
	Hatton	x	x	x	x	x		
	Northwood	x	x	x	x	x		
	Kempton	x	x	x	x	x		
	Larimore	x	x	x	x	x		
Gentzkow Trucking	Fargo	x	x	x	x	x		
	Jct.	x	x	x	x	x		
	Fingal	x	x	x	x	x		
	Nome	x	x	x	x	x		
	Eastledge	x	x	x	x	x		
	Kathryn	x	x	x	x	x		
	Hastings	x	x	x	x	x		
	Litchville	x	x	x	x	x		
	Marion	x	x	x	x	x		
	Dickey	x	x	x	x	x		
	Grand Rapids	x	x	x	x	x		
	La Moure	x	x	x	x	x		
Hart Motor Freight	Minot	x	x	x	x	x		
	Des Lacs	x	x	x	x	x		
	Berthold	x	x	x	x	x		
	Blaisdell	x	x	x	x	x		
	Stanley	x	x	x	x	x		
	Tioga	x	x	x	x	x		
	Ray	x	x	x	x	x		
	Williston	x	x	x	x	x		
Lewis Truck Lines	Fargo	x	x	x	x	x		
	Ellendale	x	x	x	x	x		
	Wimbledon	x		x		x		
Midwest Motor Express	Fargo	x	x	x	x	x		
	Bismarck	x	x	x	x	x		
	Menoken	x	x	x	x	x		
	Mckenzie	x	x	x	x	x		
	Sterling	x	x	x	x	x		
	Driscoll	x	x	x	x	x		
	Steele	x	x	x	x	x		
	Dawson	x	x	x	x	x		
	Tappen	x	x	x	x	x		
	Crystal Springs (continued)	x	x	x	x	x		

(Name of Carrier)	(City)	MON.	TUES.	WED.	THURS.	FRI.	SAT.	SUN.
(Midwest Motor Express - continued)	Medina	x	x	x	x	x		
	Cleveland	x	x	x	x	x		
	Windsor	x	x	x	x	x		
	Eldridge	x	x	x	x	x		
	Jamestown	x	x	x	x	x		
	New Salem	x	x	x	x	x		
	Glen Ullin	x	x	x	x	x		
	Hebron	x	x	x	x	x		
	Richardton	x	x	x	x	x		
	Taylor	x	x	x	x	x		
	Gladstone	x	x	x	x	x		
	Dickinson	x	x	x	x	x		
	Turtle Lake		x		x			
	Mercer		x		x			
	McClusky		x		x			
	Denhoff		x		x			
	Goodrich		x		x			
	Hurdsfield		x		x			
	Chaseley		x		x			
	Bowdon		x		x			
	Tuttle		x		x			
	Moffit		x		x		x	
	Hazelton		x		x		x	
	Temvik		x		x		x	
	Linton		x		x		x	
	Hague		x		x		x	
	Zeeland		x		x		x	
	Venturia		x		x		x	
	Ashley		x		x		x	
Mitchell Transfer	Minot	x		x		x		
	Douglas	x		x		x		
	Ryder	x		x		x		
	Makoti	x		x		x		
	Plaza	x		x		x		
	Parshall	x		x		x		
	New Town	x		x		x		
	Charlson	x		x		x		
	Keene	x		x		x		
	Watford City	x		x		x		
Olin Transfer	Minot A.F.B.	x	x	x	x	x		
Spains Transfer	Glenburn	x	x	x	x	x		
	Minot	x	x	x	x	x		
	Lansford	x	x	x	x	x		
	Mohall	x	x	x	x	x		
	Sherwood	x	x	x	x	x		
	Bottineau	x	x	x	x	x		
	Newberg	x	x	x	x	x		
	Maxbass	x	x	x	x	x		
	Westhope	x	x	x	x	x		
	Landa	x	x	x	x	x		
	Roth	x	x	x	x	x		
	Souris	x	x	x	x	x		

(Name of Carrier)	(City)	MON.	TUES.	WED.	THURS.	FRI.	SAT.	SUN.
T. C. Freight	Grand Forks	x	x	x	x	x		
	Manuel			x		x		
	Ardoch			x		x		
	Minto			x		x		
	Grafton	x	x	x	x	x		
	Auburn			x		x		
	St. Thomas			x		x		
	Glasston			x		x		
	Hamilton			x		x		
	Neche			x		x		
	Bathgate			x		x		
	Park River			x		x		
	Adams			x		x		
	Edmore			x		x		
	Nekoma			x		x		
	Langdon			x		x		
	Hallson			x		x		
	Akra			x		x		
	Cavalier	x		x		x		
	Joliette			x		x		
	McArthur			x		x		
	Pembina			x		x		
	Walhalla			x		x		
Valley Truck	Cooperstown	x	x	x	x	x	x	
	Hope	x	x	x	x	x		
	Page	x	x	x	x	x		
	Fargo	x	x	x	x	x		
	Hannaford						x	
	Walum						x	
	Dazey						x	
	Rogers						x	
	Finley		x		x		x	
	Sharon		x		x		x	
	Aneta		x		x		x	
	McVille		x		x		x	
	Pekin		x		x		x	
	Tolna		x		x		x	
	McHenry		x		x		x	
	Glenfield		x		x		x	
	Sutton		x		x		x	
	Binford		x		x		x	
Wing Truck Line	Wing		x	x	x			
	Bismarck		x	x	x			
	Regan		x	x	x			
	Tuttle		x	x	x			
	Pettibone		x	x	x			

EXHIBIT 2.3

Transportation Survey

Questionnaire Circulated by State Regulatory Officials

for the Federation of Rocky Mountain States, Inc.

Gentlemen:

The attached survey is designed to indicate those problem areas which may exist in the shipping and transportation of freight within the Rocky Mountain States.

The survey is being conducted throughout the Member States of the Federation of Rocky Mountain States, which include Colorado, Idaho, Montana, New Mexico, Utah and Wyoming.

By compiling the data from this broad area it should be possible to identify common problems which may exist.

Suggestions for improvement will then be made through the Federation.

Prompt return of this Questionnaire will be sincerely appreciated.

Very truly yours,

John Amman
Ralph Knull
Council Members

TRANSPORTATION SURVEY

The Regulatory Agencies Committee of the Transportation Council, Federation of Rocky Mountain States, Inc., is conducting this survey with the intent of identifying problems throughout the transportation field and the eventual solution of these problems and needs.

Please answer all questions and return this Form to:

Ralph H. Knull, Colorado Public Utilities Commission
500 Columbine Building, 1845 Sherman Street
Denver, Colorado 80203

1. What type of carrier do you use in shipping or receiving freight?

   Bus _____

   Motor Carrier _____

   REA Express _____

   Air Express _____

   Rail _____

   United Parcel Service _____

   Air Freight _____

   Parcel Post _____

   Pipe Line _____

2. Is your business being solicited by carriers? Yes_____ No_____
   (If yes, what type of carriers are soliciting? _____

3. Comments on Rates: _____

   _____

4. Comments on Service: Satisfactory: _____

   Unsatisfactory: _____

   Other Comments: _____

5. Experience on Claims: Satisfactory: _____

   Unsatisfactory: _____

   Other Comments: _____

6. Do you use your own Trucks? Yes_____ No _____
   (If yes, are your trucks used to haul all of your freight?_____ or only a portion of your freight_____.

   Do you haul exempt commodities interstate on your Trucks?_____

7. What type of Freight do you receive?_____

   What percentage is less-than-truckload?_____Truckload?_____

   What percentage is interstate? _____intrastate?_____

   What is the average size of your shipments? _____

8. What type of freight do you ship? _____

   What percentage is less-than-truckload? _____truckload?_____

   What percentage is interstate? _____intrastate?_____

   What is the average size of your shipments? _____

9. Other Comments concerning your Transportation Service, or your suggestions for improvement:

_____
Company Name

_____
Street Address

_____
City State Zip

Prepared by:_____

TABULATION OF THREE-STATE RESPONSES

TO TRANSPORTATION SURVEY

Subject Identified by Survey Question Number	Average Percentage of Responses	Utah		Wyoming		Idaho	
		Number of Responses	Percentage of Responses	Number of Responses	Percentage of Responses	Number of Responses	Percentage of Responses
Type of Commerce (Question 7)							
Interstate	14.2	0		25	19.2		
Intrastate	1.1	2	4.4	0			
Both	81.8	42	91.2	102	78.5		
Not Shown	2.9	2	4.4	3	2.3		
Carriers Used (Question 1)							
Bus	6.7	2	1.76	24	8.8		
Motor Carrier	42.9	43	37.7	123	45.1		
REX	4.9	9	8.0	10	3.7		
Air Express	0.8	1	.88	2	.7		
Rail	18.1	26	22.8	44	16.0		
Small Package	14.7	26	22.8	31	11.4		
Air Freight	4.9	2	1.76	17	6.2		
Pipeline	2.1	4	3.51	4	1.5		
Parcel Post	4.9	1	.88	18	6.6		
Solicitation (Question 2)							
Yes	40.1	36	81.8	59	45.0	88	31.3
No	59.0	7	15.9	69	52.7	193	68.7
No Reply	.9	1	2.3	3	2.3	0	0
Comments on Rates (Question 3)							
Favorable	5.1	7	15.6	9	5.0	0	0
Unfavorable	75.3	18	40.0	127	71.8	90	100
No Comment	19.6	20	44.4	41	23.2	0	0
Comments on Service (Question 4)							
Favorable	32.0	9	19.6	73	37.6	91	30.3
Unfavorable	55.0	5	10.9	83	42.8	209	69.7
Fair	7.0	20	43.5	18	9.3	0	0
No Comments	6.0	12	26.0	20	10.3	0	0

Subject Identified by Survey Question Number	Ave. %	Utah Responses		Wyo. Responses		Ida. Response	
		Number	%	Number	%	Number	%
Comments on Claims (Question 5)							
Favorable	22.0	7	15.2	49	33	6	6.8
Unfavorable	59.2	8	17.4	77	52	82	93.2
Fair	2.8	8	17.4	0	0	0	0
No Comment	16.0	23	50.0	22	15	0	0
Most Serious Problem Area							
High Rates	49.4			117	58.5	3	7.0
Slow Deliveries	50.6			83	41.5	40	93.0
Use Own Trucks (Question 6)							
Yes	66.3	34	73.9	52	39.7	93	100
No	28.9	10	21.7	68	51.9	0	0
No indication	4.8	2	4.4	11	8.4	0	0

ANALYST'S EVALUATION OF QUESTIONNAIRE RESPONSES

Although a standard list of questions was submitted to the states involved, each (Utah, Wyoming and Idaho) has answered in a somewhat different form. Consequently it has been necessary to do a part of the statistical averaging on the basis of two states instead of three and the following comments seem pertinent.

Type of Commerce

The intent of the questionnaire was to determine to what extent the three states were individually dependent upon:

Relatively small local carriers
Interstate carriers
Both of the above.

As may be seen, only one percent of replies indicated intrastate (or local) carriage only. More used interstate only; however, the preponderance used both types of carriage.

Modes

Nine modes of transport were submitted for consideration. A consistent 40 percent (+ or −) indicated that the use of motor carriers prevailed. Of interest is the fact that the railroads (18.1%) and the package services (14.7%) represent respectively the largest and the smallest tonnages, as opposed to number of shipments.

Parcel post, Railway Express and Air Express (each at 4.9%), if combined with small package services indicates that nearly one-third of the shipments were small and "in a hurry." Added to this, to be noted under "Service Comments" is the repeated mention of a need for United Parcel Service intrastate authority in the several states.

Carrier Solicitation

Solicitation by carriers was noted as nearly evenly divided. It is believed that because of the many small communities involved that there is a geographical obstacle, rather than a lack of interest upon the part of the carriers.

Rates

While complaints on high rates, where made, were sharp, the preponderance of complaints versus compliments was of three to one. It is felt that normal response to this query would be negative. Few individuals would comment that a sizable business costs factor was "favorable." In the case of Idaho 300 responses were recorded regarding service (Question 4), yet only 90 comments on rates (Question 3)--all unfavorable--were recorded. This would possibly indicate that 210 "no comment" votes should have been recorded on rates. Such a change in tabulating would make the Idaho unfavorable percentage 30% and change the tri-state average to 45%, unfavorable.

Service

There is the possibility that the choice of "Fair" by 7 percent of the respondents plus a failure to express any comments by 6 percent indicates a generally favorable attitude. The generalization could then be made that service in the three states was considered good by 45 percent and poor by 55 percent. (See representative comments which follow.)

Claims

This category of comment, contrary to comments expressed in Question 4, shows a preponderant area of complaint, although a "no comment" tabulation could possibly indicate an actual majority with no experience of filing claims.

Most Serious Problem Area

High rates and slow deliveries share the spotlight almost equally. This quite possibly correlates with the projection made in Question 3. Most noticeable (of the two states which rated this question) was the tendency of one state's figures to cancel those of the other state.

Company-Owned Truck

The frequent use of private vehicles is possibly related to small shipments of a local nature.

Service Comments

Because of the many pages of individual comments made by respondents, we have selected a relatively few which seem to be representative. The are set forth as follows:

Wyoming, re Carriers Used

--Prefer airline service.
--We really like using the bus.
--Service (motor carrier) very erratic.
--Truck service O.K.
--We would like to see additional motor carriers authorized and able to haul lumber from Newcastle to Wisconsin, Ohio, Illinois, Minnesota, Kansas and Missouri.
--Parcel post is only way to get material in a hurry.
--Carload shipments (rail) are extremely dependent upon availability of equipment.
--There is need for UPS authority to handle intrastate shipments (five comments to this effect).

Idaho, re Carriers Used

--As small dealers (Lewiston) we need direct LCL on rail to compete with larger firms.
--Need UPS--intrastate (8 - 10 requests).

(Idaho, re Carriers Used - continued)

--Common carriers are generally reluctant to produce service to and from small communities.
--If we could get service out of the carriers that come here (Craigmont), there would be enough common carriers.
--Private carriage from California is $400 a trip cheaper than common carrier.
--Stagecoach faster than common carrier.

Wyoming, Comments on Rates

--Air freight not fast enough to pay for additional cost.
--(Bus) rates high--too high.
--(Truck) rates are competitive.
--(Truck) too high on small weight shipments.
--Truck rates have more than doubled in 9 years.

Idaho, Comments on Rates

--All carriers too expensive (truck).
--Rates are higher here (Lewiston) than any part of USA (trucks).
--Will not honor the quoted rate--always some type "add-on charge (truck).
--Why can't our freight (small town) be routed on a through basis?
--Minimum rates from same place not consistent.

Wyoming, Comments on Service

--Truck service very erratic.
--Poor service from Denver and points east by major truck lines.
--Truckload shipments extremely dependent upon availability of equipment.
--UPS, no good for our type of business.
--UPS, this is the best.
--UPS, need intrastate authority.

Idaho, Comments on Service

--Truck, slow in picking up shipments.
--No guarantee on promised delivery date.
--Not enough common service--arranged to start our own service.
--Drivers uncooperative and discourteous.
--City delivery is good (small town).

Wyoming, Comments on Claims

--Airlines very fair.
--(Bus) most claims handled in reasonable length of time.
--Trucks slow on claims.
--Trucks very poor on claims, even if "cut and dried."
--Truck very slow on responding to claims.

Idaho Comments on Claims

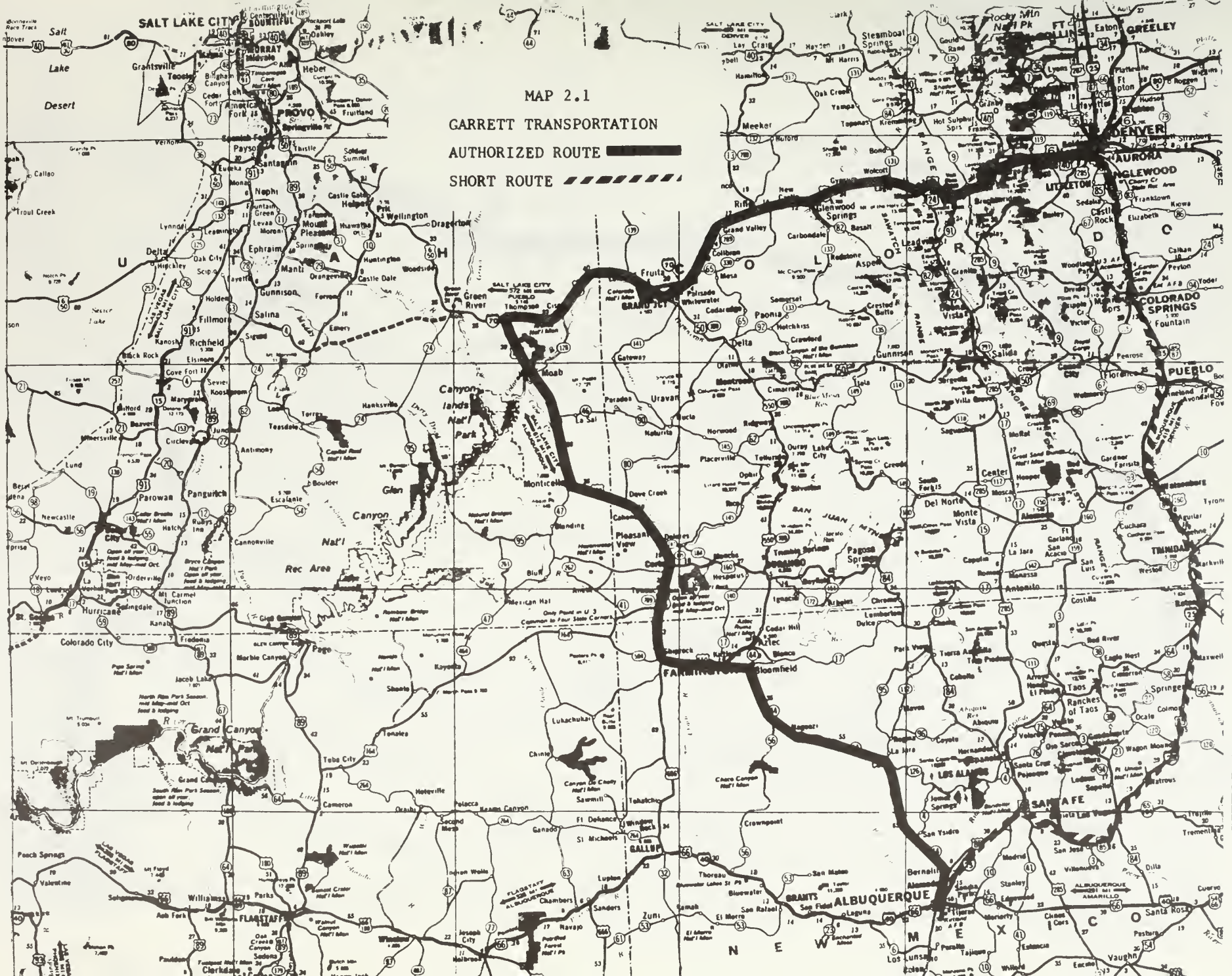
--Need a law that would make carriers pay claims in 7 days.
--Refuses to mark damage on freight bills.
--Lost shipments and shortages.
--Damage bad.
--Won't pay claims.
--Always take care of claims in good shape.
--Delivers short quite often.

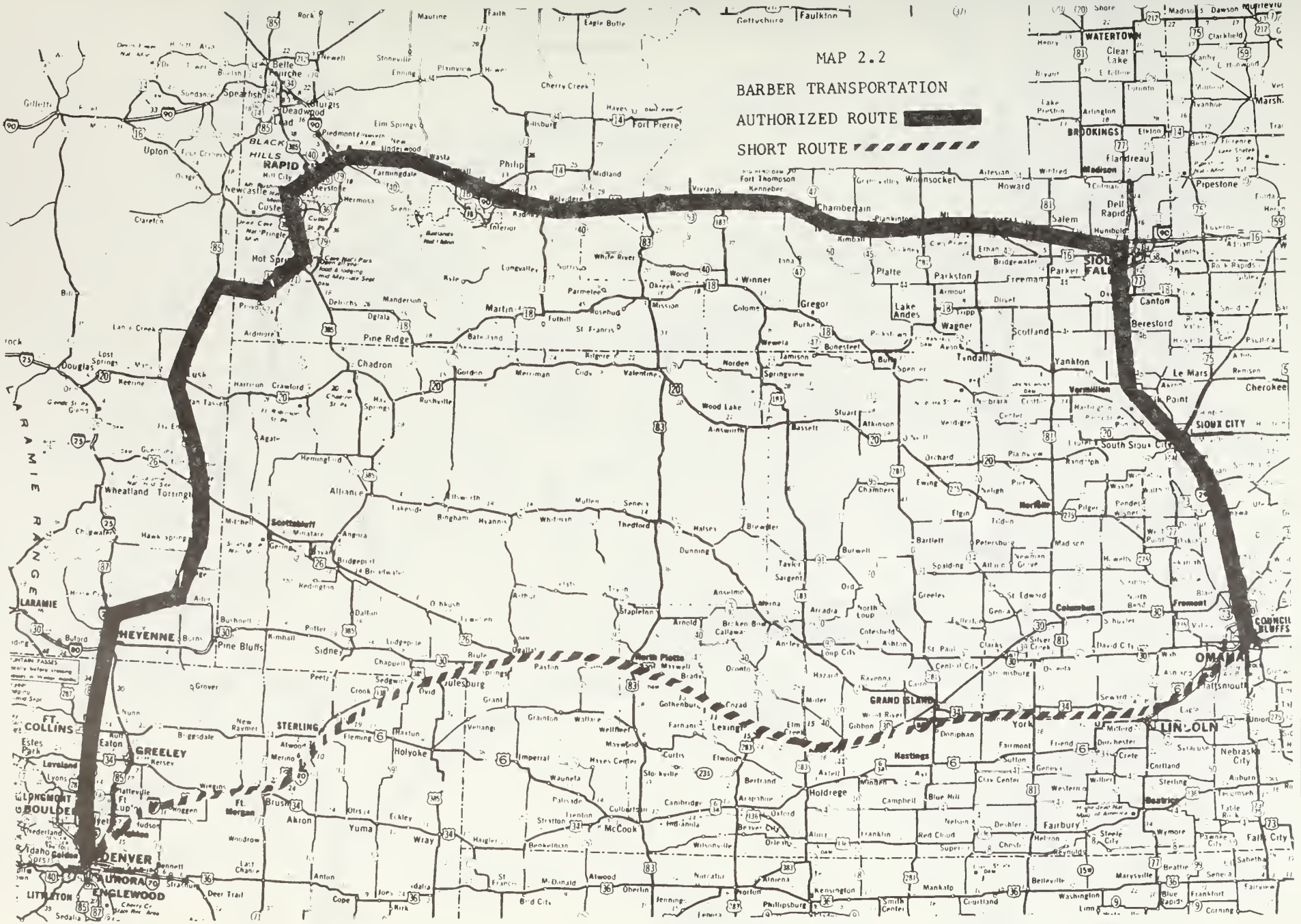
MAPS

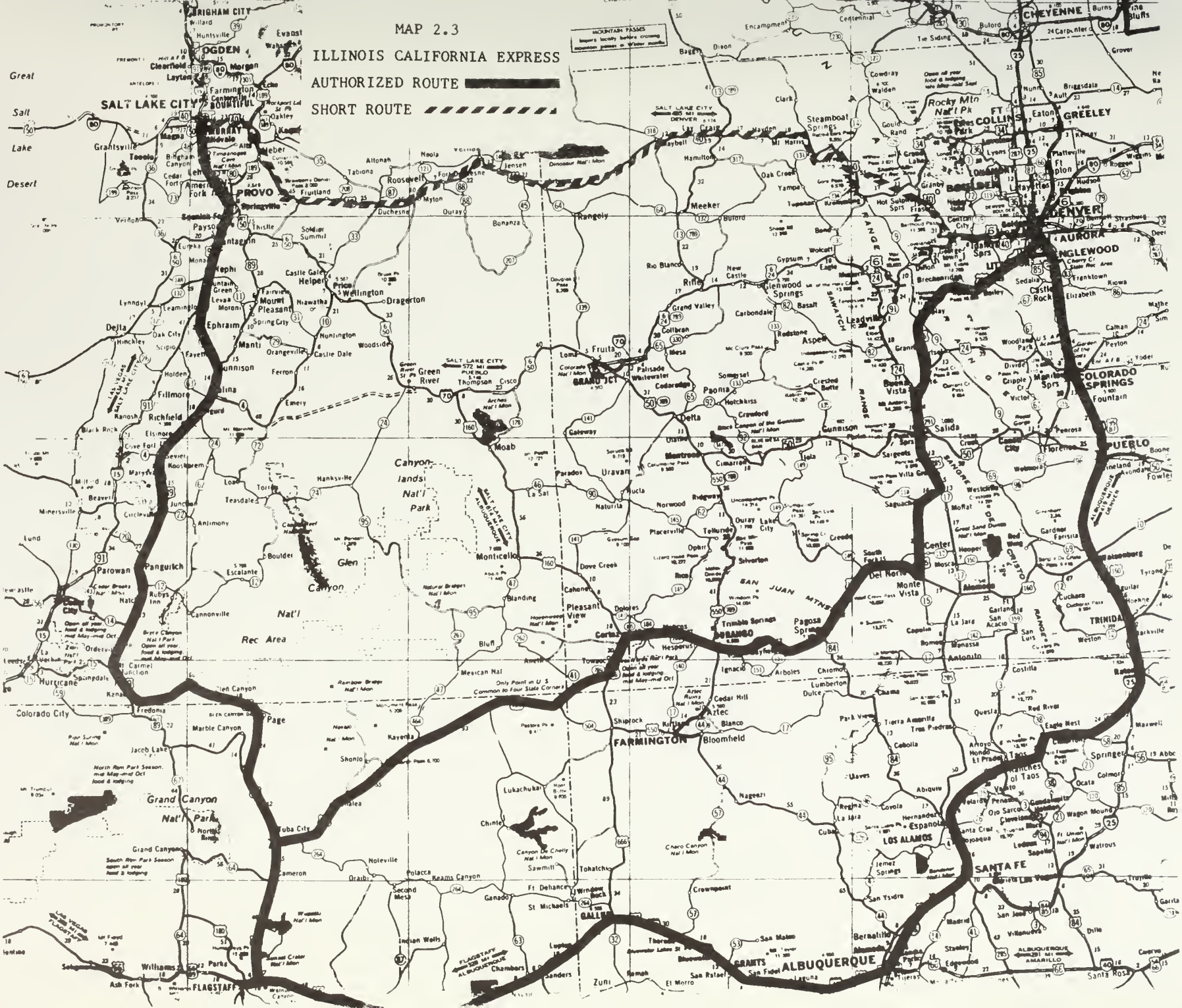
Map 2.1 Garrett Transportation, Example of Possible Tacking

Map 2.2 Barber Transportation, Example of Possible Tacking

Map 2.3 Illinois California Express, Example of Possible Tacking


MAP 2.1
GARRETT TRANSPORTATION
AUTHORIZED ROUTE
SHORT ROUTE
SALT LAKE CITY
DENVER
ALBUQUERQUE
GRAND JCT
COLORADO SPRINGS
PUEBLO
FLAGSTAFF
GALLUP
GRANTS
SANTA FE
LOS ALAMOS
GREELEY
AURORA
Map 2.1


MAP 2.2
BARBER TRANSPORTATION
AUTHORIZED ROUTE
SHORT ROUTE
Map 2.2


MAP 2.3
ILLINOIS CALIFORNIA EXPRESS
AUTHORIZED ROUTE
SHORT ROUTE
MOUNTAIN PASSES
Great Salt Lake Desert
BRIGHAM CITY
OGDEN
SALT LAKE CITY
BOUNTIFUL
MURRAY
PROVO
Springville
Spanish Fork
Payson
Nephi
Fillmore
Richfield
Delta
Hinckley
Oak City
Ephraim
Manti
Gunnison
Mount Pleasant
Spring City
Fairview
Orangeville
Castle Dale
Huntington
Woodside
Helper
Price
Wellington
Dragerton
Castle Gate
Sunnyside
Green River
Thompson
Cisco
Moab
Arches Nat'l Mon
Canyonlands Nat'l Park
Monticello
Blanding
Bluff
Mexican Hat
Only Point in U.S. Common to Four State Corners
Natural Bridges Nat'l Mon
Hovenweep Nat'l Mon
Aneth
Goulding
Monument Valley
Kayenta
Shonto
Navajo Nat'l Mon
Rainbow Bridge Nat'l Mon
Lake Powell
Glen Canyon
Page
Marble Canyon
Jacob Lake
North Rim Park Season mid May-mid Oct food & lodging
Grand Canyon Nat'l Park
Grand Canyon
South Rim Park Season open all year food & lodging
Cameron
Tuba City
Moenkopi
Moenave
Colorado City
Hurricane
Springdale
Zion Nat'l Rec Area
Zion Canyon
Orderville
Panguitch
Parowan
Cedar City
Escalante
Boulder
Glen Canyon Nat'l Rec Area
Cannonville
Bryce Canyon Nat'l Park Open all year food & lodging mid May-mid Oct
Ruby's Inn
Kanab
Fredonia
Pipe Spring Nat'l Mon
Antimony
Junction
Beaver
Minersville
Milford
Black Rock
Cove Fort
Sevier
Salina
Aurora
Elsinore
Richfield
Ranosh
Fayette
Holden
Meadow
Emery
Ferron
Castle Dale
Orangeville
Woodside
Huntington
Price
Wellington
Dragerton
Sunnyside
Helper
Castle Gate
Wattis
Soldier Summit
Thistle
Spanish Fork
Springville
Payson
Santaquin
Eureka
Mona
Levan
Moroni
Fairview
Mount Pleasant
Spring City
Ephraim
Manti
Gunnison
Fayette
Holden
Fillmore
Meadow
Kanosh
Black Rock
Cove Fort
Sevier
Salina
Aurora
Elsinore
Richfield
Sigurd
Joseph
Monroe
Koosharem
Loa
Torrey
Teasdale
Hanksville
Capitol Reef Nat'l Park
Fruita
Loma
Colorado Nat'l Mon
GRAND JCT
Palisade
Grand Valley
Parachute
Battlement Mesa
Collbran
Mesa
Rifle
Silt
New Castle
Glenwood Springs
Carbondale
Basalt
Aspen
Redstone
Crested Butte
Gothic
Paonia
Hotchkiss
Crawford
Cedaredge
Delta
Austin
Montrose
Uravan
Naturita
Norwood
Nucla
Paradox
La Sal
Gateway
Dove Creek
Cahone
Pleasant View
Dolores
Cortez
Mancos
Hesperus
Durango
Trimble Springs
Pagosa Springs
Ignacio
Arboles
Chromo
Lumberton
Dulce
Navajo Dam
Aztec Ruins Nat'l Mon
Aztec
Cedar Hill
Bloomfield
Kirtland
Shiprock
FARMINGTON
Waterflow
Red Mesa
Teec Nos Pos
Mexican Water
Lukachukai
Chinle
Canyon De Chelly Nat'l Mon
Sawmill
Tohatchi
Ft Defiance
Window Rock
St Michaels
Ganado
Keams Canyon
Polacca
Second Mesa
Oraibi
Holbrook
Petrified Forest Nat'l Park
Lupton
Chambers
Sanders
Indian Wells
Winslow
Meteor Crater Nat'l Mon
Parks
Williams
Ash Fork
FLAGSTAFF
Kingman
Las Vegas
Zuni
Ramah
El Morro
Grants
San Rafael
Laguna
Albuquerque
Bernalillo
San Felipe
Santa Ana
Jemez Springs
Los Alamos
Espanola
Hernandez
Chama
Abiquiu
Regina
Cuba
Nageezi
Chaco Canyon Nat'l Mon
Crownpoint
Thoreau
Gallup
Window Rock
San Ysidro
Jemez Springs
Bernalillo
Albuquerque
Santa Fe
Pojoaque
Nambe
Tesuque
Santa Cruz
Chimayo
Ojo Sarco
Cleveland
Taos
Ranchos de Taos
Ojo Caliente
Questa
Red River
Eagle Nest
Tierra Amarilla
Tres Piedras
Park View
Cebolla
Lumberton
Dulce
Arroyo Hondo
El Prado
Springer
Maxwell
Colmor
Ocata
Wagon Mound
Watrous
Las Vegas
Romeroville
Tecolote
Sapello
Ledoux
Mineral Springs
Trujillo
Garita
Villanueva
San Jose
Madrid
Stanley
Edgewood
Moriarty
Estancia
Mountainair
Willard
Progress
Encino
Corona
Vaughn
Santa Rosa
Puerto de Luna
Dilia
Tucumcari
Montoya
Newkirk
Cuervo
Glenrio
Endee
Grenville
Clayton
Des Moines
Folsom
Raton
Trinidad
Weston
Aguilar
Starkville
Cuchara
Cuchara Pass
La Veta Pass
La Veta
Gardner
Fort Garland
San Acacio
La Jara
Capulin
Romeo
Monasse
Antonito
San Luis
Sanford
Alamosa
Blanca
Fort Garland
Mosca
Hooper
Center
Del Norte
Monte Vista
Crestone
Saguache
Poncha Springs
Salida
Maysville
Howard
Parkdale
Texas Creek
Cotopaxi
Coaldale
Hillside
Florence
Penrose
Rockvale
Williamsburg
Beulah
Pueblo
Fountain
Colorado Springs
Manitou Springs
Cripple Creek
Victor
Woodland Park
Divide
Green Mountain Falls
Cascade
Chipita Park
Florissant
Hartsel
Fairplay
Alma
Buena Vista
Johnson Village
Granite
Leadville
Twin Lakes
Malta
Wurtsboro
Sargents
Parlin
Gunnison
Crawford
Hotchkiss
Paonia
Somerset
Redstone
Aspen
Basalt
Carbondale
Glenwood Springs
New Castle
Rifle
Silt
Parachute
Battlement Mesa
Grand Valley
Collbran
Mesa
Palisade
Fruita
Loma
Colorado Nat'l Mon
GRAND JCT
Cisco
Thompson
Green River
Crescent Junction
Arches Nat'l Mon
Moab
Castle Gate
Helper
Price
Wellington
Dragerton
Sunnyside

Note Regarding

APPENDIX 3

All data pertinent to Chapter 3 is contained in the text of the report. For convenience in numbering, this page has been left in sequence.

APPENDIX 4

TARIFF PAGES SHOWING INTERMEDIATE APPLICATION RULES OF THE VARIOUS TARIFFS REFERRED TO IN THIS STUDY.

EXHIBIT 4.1

Item 577 Tariff RMB 301

and pages 154, 155, 156, 157, 158
showing geographical list of points

Intermediate Points Rule
and Routes over which Applicable

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT

EXHIBIT 4.1, p. 1

SECTION 1

RULES	ITEM
IMPORT SHIPMENT AS APPLIED TO IMPORT TRAFFIC, A SHIPMENT IS A LOT OF FREIGHT RECEIVED FROM ONE SHIPPER, AT ONE POINT AT ONE TIME FOR ONE CONSIGNEE AT ONE DESTINATION AND COVERED ON ONE BILL OF LADING, EXCEPT AS FOLLOWS: IN INSTANCES WHERE AN ORIGINAL SINGLE IMPORT CONSIGNMENT IS DIVIDED INTO TWO SEGMENTS BEFORE COMING INTO THE POSSESSION OF THE INLAND CARRIER PARTY HERETO, I.E. (1) ORIGINAL SHIPMENT FROM STEAMSHIP DOCK, WHARF, WAREHOUSE OR OTHER POINT OF TENDER AND (2) PART-LOT TO BE MOVED FROM THE US APPRAISER'S STORES (OR OTHER LOCATION WITHIN THE CUSTODY OF THE US CUSTOMS SERVICE), SUCH SEPARATE SEGMENTS OF THE IMPORT CONSIGNMENT WILL BE CONSIDERED AS A SINGLE SHIPMENT AND RATED ACCORDINGLY.	569-5
INTERMEDIATE POINTS ♦(SUBJECT TO NOTE 9) (1) COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS WHEN ANY POINT OF ORIGIN IS NOT PROVIDED IN THIS TARIFF WITH A COMMODITY RATE ON A GIVEN ARTICLE TO A PARTICULAR DESTINATION OVER A PARTICULAR ROUTE, AND SUCH ORIGIN IS BETWEEN THE CONSIDERED DESTINATION AND A POINT FROM WHICH A COMMODITY RATE ON THE ARTICLE IS PUBLISHED HEREIN OVER THE SAME ROUTES TO SUCH A DESTINATION, APPLY ON SUCH ARTICLE THE COMMODITY RATE FROM THE NEXT MORE-DISTANT POINT FROM WHICH A COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 1, 2, 3 AND 4. (2) COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS WHEN ANY POINT OF DESTINATION IS NOT PROVIDED IN THIS TARIFF WITH A COMMODITY RATE ON A GIVEN ARTICLE FROM A PARTICULAR ORIGIN OVER A PARTICULAR ROUTE, AND SUCH DESTINATION IS BETWEEN THE CONSIDERED ORIGIN AND A POINT TO WHICH A COMMODITY RATE ON THE ARTICLE IS PUBLISHED HEREIN OVER THE SAME ROUTE FROM SUCH ORIGIN, APPLY ON SUCH ARTICLE THE COMMODITY RATE TO THE NEXT MORE-DISTANT POINT TO WHICH A COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 5, 6, 7 AND 8. (3) CLASS RATES FROM AND TO INTERMEDIATE POINTS FROM OR TO ANY POINT WHERE CLASS RATES ARE NOT NAMED FROM THE CONSIDERED POINT OF ORIGIN OR DESTINATION WHICH IS INTERMEDIATE TO A POINT FROM OR TO WHICH CLASS RATES ARE PUBLISHED THROUGH SUCH UNNAMED POINT, THE CLASS RATES PUBLISHED OVER THE SAME ROUTE FROM OR TO THE NEXT MORE DISTANT POINT WILL BE APPLIED. CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 500 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 500 POUNDS OR MORE.	①② 577

(ITEM CONCLUDED ON PAGE 174 SERIES)

① - PROVISIONS OF THIS ITEM DO NOT APPLY IN CONNECTION WITH TRAFFIC MOVING FROM OR TO POINTS IN COLORADO, NEVADA OR UTAH.
② - PROVISIONS OF THIS ITEM DO NOT APPLY TO IRREGULAR-ROUTE OPERATIONS.
FOR EXPLANATION OF NOTES 1, 2, 3, 4, 5, 6, 7, 8 AND 9, SEE PAGE 174 SERIES.
▲THAT PORTION OF ITEM 577 SHOWN HEREON WAS FORMERLY SHOWN ON ORIGINAL PAGE 174.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF. (301-5267)

ISSUED JANUARY 4, 1974 EFFECTIVE FEBRUARY 16, 1974

CORRECTION 2602

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

MC2

RULES	ITE
INTERMEDIATE POINTS (SUBJECT TO NOTE 9)	①② 57

NOTE 1 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS FROM WHICH COMMODITY RATES ON THE ARTICLE TO THE CONSIDERED DESTINATION ARE NAMED HEREIN, APPLY THE RATE FROM THE MORE-DISTANT POINT, WHICH, ON THAT ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 2 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS FROM WHICH COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF TO THE SAME DESTINATION OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULT IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS FROM WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISIONS OF THIS NOTE.

NOTE 3 - IF THE CLASS RATE ON THE SAME ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE FROM THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE COMMODITY RATE UNDER THIS RULE, SUCH COMMODITY RATE WILL NOT APPLY.

NOTE 4 - IF THERE IS IN ANY OTHER TARIFF A COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE FROM THE CONSIDERED INTERMEDIATE POINT, APPLICABLE TO THE SAME DESTINATION OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED FROM SUCH INTERMEDIATE POINT.

NOTE 5 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS TO WHICH COMMODITY RATES ON THE ARTICLE FROM THE CONSIDERED ORIGIN ARE NAMED HEREIN, APPLY THE RATE TO THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 6 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS TO WHICH COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF FROM THE SAME ORIGIN OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS TO WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISIONS OF THIS NOTE.

NOTE 7 - IF THE CLASS RATE ON THE SAME ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE TO THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE COMMODITY RATE UNDER THIS RULE, SUCH COMMODITY RATE WILL NOT APPLY.

NOTE 8 - IF THERE IS IN ANY OTHER TARIFF A COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE TO THE CONSIDERED INTERMEDIATE POINT, APPLICABLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED TO SUCH INTERMEDIATE POINT.

NOTE 9 - THE PROVISIONS OF THE GEOGRAPHICAL INDEX OF POINTS AND HIGHWAY ROUTES PUBLISHED IN ITEM 3 TO THIS TARIFF SHALL GOVERN THE APPLICATION OF RATES TO OR FROM INTERMEDIATE POINTS.

MATCHES, BOOK	58
SHIPMENTS OF BOOK MATCHES WILL BE ACCEPTED ONLY ON FREIGHT PREPAID BASIS.	

① - PROVISIONS OF THIS ITEM DO NOT APPLY IN CONNECTION WITH TRAFFIC MOVING FROM OR TO POINTS IN COLORADO, NEVADA OR UTAH.
② - PROVISIONS OF THIS ITEM DO NOT APPLY TO IRREGULAR-ROUTE OPERATIONS.
▲ITEM 587 SHOWN HEREON WAS FORMERLY SHOWN ON 1ST REVISED PAGE 174-A.

ISSUED MARCH 1, 1974 EFFECTIVE APRIL 13, 1974

CORRECTION 2814

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT

EXHIBIT 4.1, p. 3

GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES OVER WHICH RATES NAMED IN THIS TARIFF APPLY

ITEM 3 CONTINUED

INDEX NO.	ROUTE AND POINTS
	BRANCH ROUTE
	(CONNECTS AT 7375)
	VIA US 666
7380	▲SAINT JOHNS ..... AZ
	VIA US 666 AND UNNUMBERED HIGHWAY
7385	CONCHO ..... AZ
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7295)
	VIA UNNUMBERED HIGHWAY
7390	SAN CARLOS ..... AZ
	END OF BRANCH ROUTE
	ALTERNATE MAIN ROUTE
	(CONNECTS AT 7360)
	VIA STATE 73
7395	FORT APACHE ..... AZ
7400	WHITERIVER ..... "
7405	MCNARY JUNCTION ..... "
7410	MCNARY ..... "
7415	EAGAR ..... "
	VIA STATE 73
	(CONNECTS AT 7375)
	ALTERNATE MAIN ROUTE
	(CONNECTS AT 7365)
	VIA STATE 173
7420	LAKESIDE ..... AZ
7425	PINETOP ..... "
	VIA STATE 173
	(CONNECTS AT 7405)
	BRANCH ROUTE
	(CONNECTS AT 7365)
	VIA STATE 77
7430	SHUMWAY ..... AZ
7435	TAYLOR ..... "
	VIA STATE 77
7440	SNOWFLAKE ..... AZ
	VIA UNNUMBERED HIGHWAY
7445	▲SOUTHWEST FOREST INDUSTRIES, INC. .. AZ
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7365)
	VIA UNNUMBERED HIGHWAY
7450	LINDEN ..... AZ
	VIA UNNUMBERED HIGHWAY
7455	PINEDALE ..... AZ
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7335)
	VIA US 666
7460	CLIFTON ..... AZ
	VIA US 666 AND UNNUMBERED HIGHWAY
7465	MORENCI ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7335)
	VIA UNNUMBERED HIGHWAY
7470	▲SAFFORD MINE SITES .. AZ
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7150)
	VIA STATE 86 AND UNNUMBERED HIGHWAY
7475	DRAGOON ..... AZ
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7150)
	VIA AZ 86 AND UNNUMBERED HIGHWAY
7480	COCHISE ..... AZ
	END OF BRANCH ROUTE
	MAIN ROUTE
	(CONNECTS AT 7150)
	VIA AZ 86 OR INTERSTATE HIGHWAY 10
7485	WILLCOX ..... AZ
7490	BOWIE JUNCTION ..... "
7495	BOWIE ..... "
7500	SAN SIMON (COCHISE CY) ..... "
7502	STEINS ..... NM
	VIA US 80 OR INTERSTATE HIGHWAY 80
	(CONNECTS AT 7890)
	MAIN ROUTE
	(CONNECTS AT 7490)
	VIA US 666
7505	ARTESIA ..... AZ
7510	SWIFT TRAIL JUNCTION "
	VIA US 666
	(CONNECTS AT 7335)
	MAIN ROUTE
	(CONNECTS AT 6250)
	VIA US 85
7515	HAHN ..... NM
7520	ALAMEDA ..... "
7525	BERNALILLO ..... "
7530	ALGODONES ..... "
	(CONNECTS AT 7535)
	BRANCH ROUTE
	(CONNECTS AT 7530)
	VIA UNNUMBERED HIGHWAY
7532	DOMINGO ..... NM
	END OF BRANCH ROUTE

(ITEM CONTINUED ON PAGE 155 SERIES)

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF. (CE)

ISSUED JUNE 22, 1973

EFFECTIVE AUGUST 4, 1973

CORRECTION 1609

PROVISIONS HEREIN, IF EFFECTIVE, WILL NOT RESULT IN ANY EFFECT ON THE QUALITY OF THE HUMAN ENVIRONMENT.

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT EXHIBIT 4.1, p. 4

GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES OVER WHICH RATES NAMED IN THIS TARIFF APPLY

ITEM 3 CONTINUED

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 7530) VIA US 85
7535	⧗ROSARIO ..... NM
7540	▲⧗KAISER GYPSUM PLANT ..... "
7545	SANTA FE ..... "
7550	GLORIETTA ..... "
7555	PECOS ..... "
7560	ROWE ..... "
7565	ILFIELD ..... "
7570	SAN JOSE ..... "
7580	BERNAL ..... "
7585	ROMEROVILLE ..... "
7590	LAS VEGAS ..... "
7595	ONAVA ..... "
7600	WATROUS ..... "
7605	WAGON MOUND ..... "
7610	LEVY ..... "
7620	COLMOR ..... "
7625	SPRINGER ..... "
7630	FRENCH ..... "
7635	MAXWELL ..... "
7645	RATON ..... "
	END OF ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7645) VIA US 64, 87
7646	CAPULIN ..... NM
7646-1	DES MOINES ..... "
7647	GRENVILLE ..... "
7647-1	▲MOUNT DORA ..... "
7648	CLAYTON ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7545) VIA US 285
7649	POJOAQUE ..... NM
7650	ESPANOLA ..... "
7655	⧗CHAMITA ..... "
7660	⧗SANTA CRUZ ..... "
7665	⧗SAN JUAN ..... "
	VIA STATE 4
▲7666	PETACA ..... "
7675	LOS ALAMOS ..... NM
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7545) VIA STATE 10
7680	NEW MEXICO STATE PENITENTIARY ... NM
	END OF BRANCH ROUTE

INDEX NO.	ROUTE AND POINTS
	BRANCH ROUTE
	(CONNECTS AT 7650) VIA US 64
7681	TAOS ..... NM
	VIA STATE 3
7681-1	ARROYO HONDO ..... NM
7682	QUESTA ..... "
7684	COSTILLA ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7682) VIA STATE 38
7682-1	MOLYBDENUM ..... NM
7683	RED RIVER ..... "
	VIA STATE 38, US 64
7683-1	CIMARRON ..... NM
	END OF BRANCH ROUTE
	① BRANCH ROUTE
	(CONNECTS AT 6250) VIA US 66
7685	TIJERAS ..... NM
7690	SEDILLO ..... "
7695	BARTON ..... "
7700	EDGEWOOD ..... "
7705	MORIARTY ..... "
7710	PALMA ..... "
7715	MILAGRO ..... "
7720	SANTA ROSA ..... "
7725	CUERVO ..... "
7730	NEWKIRK ..... "
7735	MONTOYA ..... "
7740	TUCUMCARI ..... "
	VIA NEW MEXICO 18
	MAIN ROUTE
	(CONNECTS AT 7740) VIA US 54 AND STATE 18
7741	LOGAN ..... NM
7741-1	NARA VISA ..... "
	END OF ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7741-1) VIA STATE 18, 102
7742	AMISTAD ..... NM
7743	STEAD ..... "
7744	SEDAN ..... "
	END OF BRANCH ROUTE

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 7740) VIA STATE 18
7744-1	QUAY ..... NM
7744-2	RAGLAND ..... "
	(CONNECTS AT 7744-5)
	BRANCH ROUTE
	(CONNECTS AT 7744-2) VIA STATE 86
7744-3	MCALISTER ..... NM
7744-4	HOUSE ..... "
	END OF BRANCH ROUTE
	MAIN ROUTE
	(CONNECTS AT 7744-2) VIA STATE 18
7744-5	⧗FORREST ..... NM
7745	GRADY ..... "
7750	⧗WHEATLAND ..... "
7750-1	BROADVIEW ..... "
	(CONNECTS AT 7875)
	BRANCH ROUTE
	(CONNECTS AT 7753) VIA US 56 AND UNNUMBERED HIGHWAY
7752	FARLEY ..... NM
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7625) VIA US 56, STATE 39
7753	ABBOTT ..... NM
7754	MILLS ..... "
7755	ROY ..... "
7757	SOLANO ..... "
7760	MOSQUERO ..... "
7761	⧗BUEYEROS ..... "
7763	GALLEGOS ..... "
	END OF BRANCH ROUTE

(ITEM CONTINUED ON PAGE 156 SERIES)

⧗ - INDICATES THAT THE POINTS SHOWN ARE NOT ACTUALLY LOCATED ON THE HIGHWAY INDICATED BUT ARE SO CONSIDERED IN APPLYING THE RATES IN THIS TARIFF.

① - IN THE APPLICATION OF ITEM 577 (INTERMEDIATE POINTS), THIS ROUTE SHALL NOT BE USED IN CONNECTION WITH ANY OTHER BRANCH OR MAIN ROUTE OR ROUTE (OR ANY PORTIONS THEREOF) PROVIDED IN THIS "GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES" TO FORM A CIRCUITOUS ROUTE BETWEEN POINTS IN CALIFORNIA OR ARIZONA ON THE ONE HAND, AND, ON THE OTHER, ALBUQUERQUE, NM OR EL PASO, TX, OR ANY OTHER POINT ON OR WEST OF US HIGHWAY 85.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF.

ISSUED JUNE 22, 1973

EFFECTIVE AUGUST 4, 1973

CORRECTION 1610

BC7

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT

EXHIBIT 4.1, p. 5

GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES OVER WHICH RATES NAMED IN THIS TARIFF APPLY

ITEM 3 CONTINUED

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 7740) VIA US 66
7764	SAN JON ..... NM
7764-1	ENDEE ..... "
	END OF ROUTE
	① BRANCH ROUTE
	(CONNECTS AT 7705) VIA STATE 41
7765	McINTOSH ..... NM
7770	‡WITT ..... "
7775	ESTANCIA ..... "
7780	‡BLUE SPRINGS ..... "
7785	‡SCHOLLE ..... "
7790	‡MOUNTAINAIR ..... "
7795	WILLARD ..... "
	VIA US 60
7800	LUCY ..... NM
7805	NEGRA ..... "
7810	ENCINO ..... "
7815	VAUGHN ..... "
7820	‡DURAN ..... "
7825	YESO ..... "
7830	FORT SUMNER ..... "
7835	LA LANDE ..... "
7840	TAIBAN ..... "
7845	TOLAR ..... "
7850	MELROSE ..... "
7855	▲SAINT VRAIN ..... "
7860	GRIER ..... "
7865	GALLAHER ..... "
7870	▲CANNON AIR AFB .. "
7875	CLOVIS ..... "
7880	TEXICO ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 6230) VIA STATE 47
7881	BOSQUE FARMS ..... NM
7882	PERALTA ..... "
7883	VALENCIA ..... "
7884	TOME ..... "
	END OF BRANCH ROUTE
	① BRANCH ROUTE
	(CONNECTS AT 7585) VIA US 84
7885	DILIA ..... NM
	(CONNECTS AT 7720)

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 7350) VIA US 70
7890	LORDSBURG ..... NM
7895	SEPAR ..... "
7905	GAGE ..... "
7910	DEMING ..... "
7915	AKELA ..... "
7925	LAS CRUCES ..... "
	VIA US 80
7930	‡STATE COLLEGE ... "
7935	MESILLA PARK ..... "
7940	MESQUITE ..... "
7945	VADO ..... "
7950	BERINO ..... "
7955	ANTHONY ..... "
7960	EL PASO ..... TX
	(CONNECTS AT 8315 OR CONNECTS AT 8230)
	BRANCH ROUTE
	(CONNECTS AT 7910) VIA STATE 26
7962	FLORIDA (LUNA CY). NM
7963	NUTT ..... "
	END OF BRANCH ROUTE
	② EL PASO, TEXAS VICINITY POINTS
7965	ANTHONY ..... TX
7970	BORDER STEEL INDUSTRIAL AREA. "
7975	CANUTILLO ..... "
7980	HORIZON CITY ..... "
7985	HUECO TANKS SUBDIVISION .... "
7990	LA TUNA ..... "
7995	MONTOYA ..... "
8000	VINTON ..... "
8010	WILCO SUBDIVISION. "
	MAIN ROUTE
	(CONNECTS AT 7925) VIA STATE 28
8015	°MESILLA ..... NM
8020	SANTO TOMAS ..... "
8025	LA MESA ..... "
	(CONNECTS AT 7960) VIA STATE 28 AND US 80

INDEX NO.	ROUTE AND POINTS
	BRANCH ROUTE
	(CONNECTS AT 7925) VIA US 70 AND UNNUMBERED HIGHWAY
8030	WHITE SANDS MISSILE RANGE (CANTONMENT AREA) ..... NM
	END OF BRANCH ROUTE
	MAIN ROUTE
	(CONNECTS AT 7230) VIA US 80
8045	RODEO ..... NM
	(CONNECTS AT 7890)
	MAIN ROUTE
	(CONNECTS AT 7925) VIA US 85
8055	DONA ANA ..... NM
8060	‡HILL ..... "
8065	RADIUM SPRINGS .... "
8075	‡RINCON ..... "
8080	RODEY ..... "
8085	HATCH ..... "
8090	SALEM ..... "
8095	GARFIELD ..... "
8100	DERRY ..... "
8105	ARREY ..... "
8110	CABALLO DAM ..... "
8115	LAS PALOMAS ..... "
8120	TRUTH OR CONSEQUENCES .... "
8125	‡SAN MARCIAL ..... "
8130	ELMENDORF ..... "
8135	SAN ANTONIO ..... "
8140	SOCORRO ..... "
8145	LEMITAR ..... "
8142	FLORIDA (SOCORRO CY) ..... "
8150	POLVADERA ..... "
8155	SAN ACACIA ..... "
8160	BERNARDO ..... "
8165	ABEYTAS ..... "
8170	SABINAL ..... "
8175	BOSQUE ..... "
8180	BELEN ..... "
8185	LOS CHAVEZ ..... "
	(CONNECTS AT 6225)

(ITEM CONTINUED ON PAGE 157 SERIES)

‡ - INDICATES THAT THE POINTS SHOWN ARE NOT ACTUALLY LOCATED ON THE HIGHWAY INDICATED BUT ARE SO CONSIDERED IN APPLYING THE RATES IN THIS TARIFF.

° - ALSO CONNECTS AT MESILLA PARK, NM (INDEX NUMBER 7935) VIA UNNUMBERED HIGHWAY.

① - IN THE APPLICATION OF ITEM 577 (INTERMEDIATE POINTS), THIS ROUTE SHALL NOT BE USED IN CONNECTION WITH ANY OTHER BRANCH OR MAIN ROUTE OR ROUTE (OR ANY PORTIONS THEREOF) PROVIDED IN THIS "GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES" TO FORM A CIRCUITOUS ROUTE BETWEEN POINTS IN CALIFORNIA OR ARIZONA ON THE ONE HAND, AND, ON THE OTHER, ALBUQUERQUE, NM OR EL PASO, TX, OR ANY OTHER POINT ON OR WEST OF US HIGHWAY 85.

② - EL PASO, TX VICINITY POINTS LISTED ARE NOT SUBJECT TO INTERMEDIATE APPLICATION.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF. (CE)

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CORRECTION 1611

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EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

PROVISIONS HEREIN, IF EFFECTIVE, WILL NOT RESULT IN AN EFFECT ON THE QUALITY OF THE HUMAN ENVIRONMENT.

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT

EXHIBIT 4.1, p. 6

GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES OVER WHICH RATES NAMED IN THIS TARIFF APPLY

ITEM 3 CONTINUED

INDEX NO.	ROUTE AND POINTS
	BRANCH ROUTE
	(CONNECTS AT 7910)
	VIA US 260
8190	‡FAYWOOD ..... NM
8195	HURLEY ..... "
8200	BAYARD ..... "
8205	CENTRAL ..... "
8210	FORT BAYARD ..... "
8215	WHISKEY CREEK .....
	VIA US 260
8220	SILVER CITY ..... NM
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 7890)
	NM STATE 180
8225	WHITE SIGNAL ..... NM
	(CONNECTS AT 8220)
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 8110)
	VIA NM 180
8230	HILLSBORO ..... NM
8235	KINGSTON ..... "
8240	SAN LORENZO ..... "
8245	SANTA RITA ..... "
8250	COBRE ..... "
8260	‡TURNERVILLE ..... "
8270	HANOVER ..... "
8275	‡FIERRO ..... "
8280	VANADIUM ..... "
	VIA NEW MEXICO 180
	(CONNECTS AT 8220)
	END OF BRANCH ROUTE
	ⓓ BRANCH ROUTE
	(CONNECTS AT 8120)
	VIA STATE 52
8285	ELEPHANT BUTTE DAM NM
8290	ENGLE ..... "
	END OF BRANCH ROUTE

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 7375)
	VIA US 60
8295	QUEMADO ..... NM
8300	PIE TOWN ..... "
8305	DATIL ..... "
8310	MAGDALENA ..... "
8312	NEWMAN ..... "
	VIA US 60
	(CONNECTS AT 8140)
	ⓓ BRANCH ROUTE
	(CONNECTS AT 7960)
	VIA US 54
8315	OROGRANDE ..... NM
8320	ESCONDIDO ..... "
8325	VALMONT ..... "
8330	ALAMOGORDO ..... "
8335	TULAROSA ..... "
8340	THREE RIVERS ..... "
8345	▲‡HOLLOMAN AFB .... "
8350	CARRIZOZO ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 8350)
	VIA US 380
8360	RED CANYON RANGE SITE ..... NM
	END OF BRANCH ROUTE
	ⓓ BRANCH ROUTE
	(CONNECTS AT 7960)
	VIA US 62
8365	WHITES CITY ..... NM
8370	‡CARLSBAD CAVERNS . "
8375	CARLSBAD ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 8465)
	VIA US 380
8380	CAPROCK ..... NM
8385	TATUM ..... "
	VIA STATE 18
8390	CROSSROADS ..... NM
8395	MILNESAND ..... "
8400	DORA ..... "
8405	PORTALES ..... "
	VIA US 70
	(CONNECTS AT 7875)
	END OF BRANCH ROUTE

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 8385)
8406	MCDONALD ..... NM
8406-1	LOVINGTON ..... "
8407	HOBBS ..... "
8407-1	‡MONUMENT ..... "
8408	‡OIL CENTER ..... "
8408-1	EUNICE ..... "
8409	JAL ..... "
	END OF ROUTE
	ⓓ BRANCH ROUTE
	(CONNECTS AT 8335)
	VIA US 70
8410	BENT ..... NM
8415	MESCALLERO ..... "
8425	‡RUIDOSO ..... "
8430	HOLLYWOOD ..... "
8435	GREENTREE ..... "
8440	GLENCOE ..... "
8445	SAN PATRICIO .... "
8450	HONDO ..... "
8455	TINNIE ..... "
8460	PICACHO ..... "
8465	ROSWELL ..... "
8470	ACME ..... "
8475	KENNA ..... "
8480	ELIDA ..... "
8485	DELPHOS ..... "
	(CONNECTS AT 8400)
	BRANCH ROUTE
	(CONNECTS WITH NAVA ONLY AT INDEX NUMBER 8465 VIA US 380 AND US 85
8490	LINCOLN ..... NM
8495	‡FORT STANTON ... "
8500	CAPITAN ..... "
	(CONNECTS AT 8350)
8505	BINGHAM ..... NM
8510	CARTHAGE ..... "
	(CONNECTS AT 8140 AS ORIGIN OR DESTINATION POINT ONLY)
	END OF BRANCH ROUTE

(ITEM CONCLUDED ON PAGE 158 SERIES)

‡ - INDICATES THAT THE POINTS SHOWN ARE NOT ACTUALLY LOCATED ON THE HIGHWAY INDICATED BUT ARE SO CONSIDERED IN APPLYING THE RATES IN THIS TARIFF.

ⓓ - IN THE APPLICATION OF ITEM 577 (INTERMEDIATE POINTS), THIS ROUTE SHALL NOT BE USED IN CONNECTION WITH ANY OTHER BRANCH OR MAIN ROUTE OR ROUTE (OR ANY PORTIONS THEREOF) PROVIDED IN THIS "GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES" TO FORM A CIRCUITOUS ROUTE BETWEEN POINTS IN CALIFORNIA OR ARIZONA ON THE ONE HAND, AND, ON THE OTHER, ALBUQUERQUE, NM OR EL PASO, TX, OR ANY OTHER POINT ON OR WEST OF US HIGHWAY 85.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF. (CE)

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EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

GEOGRAPHICAL ARRANGEMENT OF POINTS AND HIGHWAY ROUTES OVER WHICH RATES NAMED IN THIS TARIFF APPLY

ITEM 3 CONCLUDED

INDEX NO.	ROUTE AND POINTS
	BRANCH ROUTE
	(CONNECTS AT 8465)
	VIA UNNUMBERED HIGHWAY
8515	ΔROSWELL INDUSTRIAL AIR CENTER ..... NM
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 8375)
	VIA US 285
8520	LAKEWOOD ..... NM
8525	DAYTON ..... "
8530	ATOKA ..... "
8535	ARTESIA ..... "
8540	LAKE ARTHUR ..... "
8545	HAGERMAN ..... "
8550	GREENFIELD ..... "
8555	DEXTER ..... "
	(CONNECTS AT 8465)
8560	RAMON ..... NM
	(CONNECTS AT 7815)
	BRANCH ROUTE
	(CONNECTS AT 8465)
	VIA US 285 AND STATE 20
8565	DUNLAP ..... NM
	(CONNECTS AT 7830)
	BRANCH ROUTE
	(CONNECTS AT 8330 OR CONNECTS AT 8335)
	VIA US 54 AND STATE 83
8570	HIGH ROLLS ..... NM
8580	CLOUDCROFT ..... "
8590	MAYHILL ..... "
8595	ELK ..... "
8605	HOPE ..... "
	END OF BRANCH ROUTE

INDEX NO.	ROUTE AND POINTS
	BRANCH ROUTE
	(CONNECTS AT 8375)
	VIA US 285
8610	OTIS ..... NM
8615	LOVING ..... "
8620	MALAGA ..... "
8625	RED BLUFF ..... "
	END OF BRANCH ROUTE
	MAIN ROUTE
	(CONNECTS AT 470)
	VIA US 40
9000	RENO ..... NV
9005	SPARKS ..... "
9010	LOVELOCK ..... "
9015	WINNEMUCCA ..... "
9020	BATTLE MOUNTAIN ..... "
9025	ELKO ..... "
9030	WELLS ..... "
	END OF ROUTE
	MAIN ROUTE
	(CONNECTS AT 9000)
	VIA US 395
9035	CARSON CITY ..... NV
	VIA US 50
9040	FALLON ..... "
9042	FALLON NAVAL AUXILIARY AIR STATION ..... "
9045	AUSTIN ..... "
9050	EUREKA ..... "
9055	KIMBERLY ..... "
9060	RUTH ..... "
9065	ELY ..... "
	END OF ROUTE

INDEX NO.	ROUTE AND POINTS
	MAIN ROUTE
	(CONNECTS AT 9035)
	VIA US 395
9066	MINDEN ..... NV
9067	GARDNERVILLE ..... "
	VIA US 395
	(CONNECTS AT 3140)
	MAIN ROUTE
	(CONNECTS AT 2190)
	VIA US 91, 466
9070	LAS VEGAS ..... NV
	VIA US 93, 466
9075	HENDERSON ..... "
9080	BOULDER CITY ..... "
	(CONNECTS AT 6025)
	BRANCH ROUTE
	(CONNECTS AT 9070)
	VIA US 93, 466
9085	NORTH LAS VEGAS ..... NV
9090	ΔNELLIS AFB ..... "
	VIA UNNUMBERED HIGHWAY
9091	LAKE MEAD BASE ..... "
	END OF BRANCH ROUTE
	BRANCH ROUTE
	(CONNECTS AT 9070)
9092	MERCURY ZONE 1 ..... NV
	END OF BRANCH ROUTE
	BRANCH ROUTE
9094	JACKASS FLATS ..... NV
9096	TONOPAH ..... "
9098	HAWTHORNE ..... "
	END OF BRANCH ROUTE

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF. (CE)

EXHIBIT 4.2

Item 577 Tariff RMB 302

Intermediate Points Rule

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT

EXHIBIT 4.2, p. 1

SECTION 3

RULES	ITEM
INTERMEDIATE POINTS (SUBJECT TO NOTES 1, 2 AND 13)	577

(1) COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS (SUBJECT TO NOTE 14)

WHEN ANY POINT OF ORIGIN IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE TO A PARTICULAR DESTINATION OVER A PARTICULAR ROUTE, AND SUCH ORIGIN IS BETWEEN THE CONSIDERED DESTINATION AND A POINT FROM WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE TO SUCH DESTINATION, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE FROM THE NEXT MORE-DISTANT POINT FROM WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 3, 4, 5 AND 6.

(2) COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS (SUBJECT TO NOTE 14)

WHEN ANY POINT OF DESTINATION IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE FROM A PARTICULAR ORIGIN OVER A PARTICULAR ROUTE, AND SUCH DESTINATION IS BETWEEN THE CONSIDERED ORIGIN AND A POINT TO WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE FROM SUCH ORIGIN, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE TO THE NEXT MORE-DISTANT POINT TO WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 7, 8, 9 AND 10.

(3) APPLICATION OF RATES AT INTERMEDIATE POINTS (APPLIES ONLY FOR REGULAR ROUTE CARRIERS)

FROM OR TO ANY POINT FOR WHICH CLASS RATES ARE NOT PUBLISHED IN SECTIONS 7 OR 8 HEREIN, BUT WHICH IS INTERMEDIATE TO A POINT FROM OR TO WHICH RATES ARE PUBLISHED IN SECTIONS 7 OR 8 HEREIN THROUGH SUCH INTERMEDIATE POINT, THE CLASS RATE PUBLISHED IN SECTIONS 7 OR 8 HEREIN OVER THE SAME ROUTE FROM OR TO THE NEXT MORE DISTANT POINT WILL BE APPLIED.

CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 500 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 500 POUNDS OR MORE.

NOTE 1 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE CONSTRUCTION OF RATES FROM OR TO POINTS IN THE FOLLOWING STATES:

FROM (OR TO)	TO (OR FROM)
COLORADO	IOWA KANSAS ♦MISSOURI NEBRASKA
WYOMING POINTS INCLUDED IN THE CHEYENNE CLASS RATE GROUP	COLORADO IOWA KANSAS ♦MISSOURI NEBRASKA SOUTH DAKOTA
WYOMING OTHER THAN THOSE POINTS INCLUDED IN THE CHEYENNE CLASS RATE GROUP	COLORADO IOWA NEBRASKA SOUTH DAKOTA
WYOMING	LOUISIANA

NOTE 2 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ACCOUNT OF C20850.

NOTE 3 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS FROM WHICH COMMODITY RATES ON THE ARTICLE TO THE CONSIDERED DESTINATION ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE FROM THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

(ITEM CONCLUDED ON PAGE 113 SERIES)

FOR EXPLANATION OF NOTES 4, 5, 6, 7, 8, 9, 10, 13 AND 14, SEE ITEM 577 ON PAGE 113 SERIES.

(2-5020-CE)

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF.

ISSUED JUNE 13, 1974

EFFECTIVE JULY 18, 1974

CORRECTION 8312

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

NB

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT EXHIBIT 4.2, p. 2

SECTION 3

RULES	ITEM
INTERMEDIATE POINTS (SUBJECT TO NOTES 1, 2 AND 13)	577 CONCLUDED

NOTE 4 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS FROM WHICH COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF TO THE SAME DESTINATION OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS FROM WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE ABOVE PROVISIONS.

NOTE 5 - IF THE CLASS RATE ON THE SAME ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE FROM THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE COMMODITY RATE FROM THE MORE-DISTANT POINT UNDER THIS RULE, SUCH COMMODITY RATE WILL NOT APPLY.

NOTE 6 - IF THERE IS IN ANY OTHER TARIFF A COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE FROM THE CONSIDERED INTERMEDIATE POINT, APPLICABLE TO THE SAME DESTINATION OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED FROM SUCH INTERMEDIATE POINT.

NOTE 7 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS TO WHICH COMMODITY RATES ON THE ARTICLE FROM THE CONSIDERED ORIGIN ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE TO THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 8 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS TO WHICH COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF FROM THE SAME ORIGIN OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS TO WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE ABOVE PROVISIONS.

NOTE 9 - IF THE CLASS RATE ON THE SAME ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE TO THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE COMMODITY RATE TO THE NEXT MORE-DISTANT POINT UNDER THIS RULE, SUCH COMMODITY RATE WILL NOT APPLY.

NOTE 10 - IF THERE IS IN ANY OTHER TARIFF A COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE TO THE CONSIDERED INTERMEDIATE POINT, APPLICABLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED TO SUCH INTERMEDIATE POINT.

NOTE 12 - ΔPROVISIONS ELIMINATED.

NOTE 13 - THE PROVISIONS OF THIS ITEM APPLY ONLY IN CONNECTION WITH REGULAR-ROUTE OPERATING AUTHORITY.

NOTE 14 - THE PROVISIONS OF PARAGRAPH (1) OR (2) OF THIS ITEM APPLY ONLY IN CONNECTION WITH RATES SUBJECT TO A MINIMUM WEIGHT OF 20,000 POUNDS OR MORE.

FOR EXPLANATION OF NOTES 1 AND 2, SEE ITEM 577 ON PAGE 112 SERIES.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF. (2-455)

ISSUED DECEMBER 23, 1971 EFFECTIVE FEBRUARY 5, 1972

CORRECTION 5381

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

MC3

EXHIBIT 4.3

Item 577 Tariff RMB 304A

Intermediate Points Rule

RULES	ITEM
HOLIDAYS	569
▲PROVISIONS ELIMINATED. ACCOUNT NO APPLICATION.	

INTERMEDIATE POINTS 577

(1) VOLUME COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1, 2, 3, 4, 5, 6 AND 7)

WHEN ANY POINT OF ORIGIN IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE TO A PARTICULAR DESTINATION OVER A PARTICULAR ROUTE, AND SUCH ORIGIN IS BETWEEN THE CONSIDERED DESTINATION AND A POINT FROM WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE TO SUCH DESTINATION, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE FROM THE NEXT MORE-DISTANT POINT FROM WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 1, 2, 3 AND 4.

(2) VOLUME COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1, 3, 4, 5, 6 AND 7)

WHEN ANY POINT OF DESTINATION IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE FROM A PARTICULAR ORIGIN OVER A PARTICULAR ROUTE, AND SUCH DESTINATION IS BETWEEN THE CONSIDERED ORIGIN AND A POINT TO WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE FROM SUCH ORIGIN, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE TO THE NEXT MORE-DISTANT POINT TO WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 5, 6, 7 AND 8.

(3) CLASS RATES FROM AND TO INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1, 2, 3, 4, 5, 6 AND 7)

FROM OR TO ANY POINT NOT PUBLISHED IN THIS TARIFF WHICH IS INTERMEDIATE TO A POINT FROM OR TO WHICH CLASS RATES ARE PUBLISHED IN THIS TARIFF THROUGH SUCH UNNAMED POINT, THE CLASS RATE PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE FROM OR TO THE NEXT MORE-DISTANT POINT WILL BE APPLIED.

CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 500 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 500 POUNDS OR MORE.

NOTE 1 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS FROM WHICH VOLUME COMMODITY RATES ON THE ARTICLE TO THE CONSIDERED DESTINATION ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE FROM THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 2 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS FROM WHICH VOLUME COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF TO THE SAME DESTINATION OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS FROM WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISIONS OF THIS NOTE.

NOTE 3 - IF THE CLASS RATE ON THE SAME ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE FROM THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE VOLUME COMMODITY RATE UNDER THIS RULE, SUCH VOLUME COMMODITY RATE WILL NOT APPLY.

NOTE 4 - IF THERE IS IN ANY OTHER TARIFF A VOLUME COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE FROM THE CONSIDERED INTERMEDIATE POINT, APPLICABLE TO THE SAME DESTINATION OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED FROM SUCH INTERMEDIATE POINT.

NOTE 5 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS TO WHICH VOLUME COMMODITY RATES ON THE ARTICLE FROM THE CONSIDERED ORIGIN ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE TO THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

(ITEM CONCLUDED ON PAGE 70 SERIES)

RULES	ITEM
INTERMEDIATE POINTS	577 CONCLUDED

NOTE 6 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS TO WHICH VOLUME COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF FROM THE SAME ORIGIN OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS TO WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISION OF THIS NOTE.
NOTE 7 - IF THE CLASS RATE ON THE SAME ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE TO THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE VOLUME COMMODITY RATE UNDER THIS RULE, SUCH VOLUME COMMODITY RATE WILL NOT APPLY.
NOTE 8 - IF THERE IS IN ANY OTHER TARIFF A VOLUME COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE TO THE CONSIDERED INTERMEDIATE POINT, APPLICABLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED TO SUCH INTERMEDIATE POINT.

EXCEPTION 1 - THE PROVISIONS IN THIS ITEM DO NOT APPLY FOR ESTABLISHING RATES ON TRAFFIC MOVING FROM OR TO THE POINTS OF DIXON, SAVERY OR BAGGS, WY, OR SLATER, CO.
EXCEPTION 2 - EXCEPT AS OTHERWISE PROVIDED IN THE ITEMS SHOWN BELOW, THE PROVISIONS OF THIS ITEM DO NOT APPLY AS A BASIS FOR DETERMINING RATES BETWEEN POINTS IN MONTANA (EXCEPT THOSE POINTS INCLUDED IN THE BILLINGS, BRIDGER, CROW AGENCY, FROMBERG, HARDIN AND LAUREL, MT, CLASS RATE GROUPS), ON THE ONE HAND, AND, ON THE OTHER, POINTS IN WYOMING.

THE PROVISIONS OF THIS EXCEPTION DO NOT APPLY IN CONNECTION WITH THE FOLLOWING ITEMS:

3700 3750 4850 7300

EXCEPTION 3 - THE PROVISIONS OF THIS ITEM DO NOT APPLY AS A BASIS FOR DETERMINING RATES FROM OR TO POINTS IN THE STATES OF IDAHO OR UTAH.
EXCEPTION 4 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO POINTS IN COLORADO LOCATED WEST OF US HIGHWAY 287 FROM FORT COLLINS TO DENVER AND LOCATED WEST OF US HIGHWAY 87 FROM DENVER, TO THE COLORADO-NEW MEXICO STATE LINE, EXCEPT THOSE POINTS LOCATED IN THE DENVER, CO COMMERCIAL ZONE.
EXCEPTION 5 - THE PROVISIONS OF THIS ITEM APPLY ONLY IN CONNECTION WITH REGULAR-ROUTE OPERATING AUTHORITY.
EXCEPTION 6 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO POINTS DESCRIBED IN COLUMN A BELOW, BY INTERMEDIATE APPLICATION OF RATES PUBLISHED FROM OR TO POINTS DESCRIBED IN COLUMN B BELOW:

COLUMN A	COLUMN B
POINTS IN WYOMING LOCATED ON US HIGHWAY 87 SOUTH OF DWYER JUNCTION, WY	POINTS IN WYOMING AND NEBRASKA LOCATED ON US HIGHWAY 26 EAST OF DWYER JUNCTION, WY.
POINTS IN WYOMING LOCATED ON US HIGHWAY 26 BETWEEN DWYER JUNCTION, WY, AND TORRINGTON, WY.	POINTS IN WYOMING AND NEBRASKA LOCATED ON US HIGHWAY 26 EAST OF DWYER JUNCTION, WY.
POINTS IN WYOMING LOCATED ON US HIGHWAY 26 BETWEEN DWYER JUNCTION, WY, AND TORRINGTON, WY.	POINTS IN WYOMING LOCATED ON US HIGHWAY 87.

EXCEPTION 7 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO CHEYENNE, WY, IN CONNECTION WITH RATES PUBLISHED IN THIS TARIFF BETWEEN POINTS IN COLORADO ON THE ONE HAND, AND, ON THE OTHER, POINTS LOCATED ON US HIGHWAY 30 BETWEEN LARAMIE AND RAWLINS, WY, INCLUDING BOTH LARAMIE AND RAWLINS.

EXHIBIT 4.4

Item 577 Tariff RMB 319A

Intermediate Points Rule

RULES	ITEM
	577

INTERMEDIATE POINTS
(SUBJECT TO NOTE 1)

(1) VOLUME COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS (SUBJECT TO NOTE 2)

WHEN ANY POINT OF ORIGIN IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE TO A PARTICULAR DESTINATION OVER A PARTICULAR ROUTE, AND SUCH ORIGIN IS BETWEEN THE CONSIDERED DESTINATION AND A POINT FROM WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE TO SUCH DESTINATION, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE FROM THE NEXT MORE-DISTANT POINT FROM WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 3, 4, 5 AND 6.

(2) VOLUME COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS (SUBJECT TO NOTE 2)

WHEN ANY POINT OF DESTINATION IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE FROM A PARTICULAR ORIGIN OVER A PARTICULAR ROUTE, AND SUCH DESTINATION IS BETWEEN THE CONSIDERED ORIGIN AND A POINT TO WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE FROM SUCH ORIGIN, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE TO THE NEXT MORE-DISTANT POINT TO WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 7, 8, 9 AND 10.

① (3) CLASS RATES FROM AND TO UNNAMED POINTS (SUBJECT TO EXCEPTION 1)

DEFINITIONS

(A) THE TERM "HIGHWAY" MEANS THE ROADS, HIGHWAYS, STREETS AND WAYS IN ANY STATE.
(B) "POINT" MEANS A PARTICULAR CITY, TOWN, VILLAGE, COMMUNITY OR OTHER AREA WHICH IS TREATED AS A UNIT FOR THE APPLICATION OF RATES.
(C) AN "UNNAMED" POINT IS ONE FROM OR TO WHICH CLASS RATES ARE NOT PROVIDED OTHER THAN BY USE OF THIS RULE.
(D) A "NAMED" POINT IS ONE FROM OR TO WHICH CLASS RATES ARE PROVIDED IN THIS TARIFF, OTHER THAN BY USE OF THIS RULE.

RATES FROM OR TO UNNAMED POINTS LOCATED ON HIGHWAYS BETWEEN NAMED POINTS

(A) UNNAMED ORIGIN POINTS:
FROM ANY UNNAMED ORIGIN POINT, WHICH IS LOCATED ON A HIGHWAY BETWEEN TWO NAMED POINTS DETERMINED BY PARAGRAPHS (C) AND (D) BELOW, APPLY THE HIGHER OF THE CLASS RATES PROVIDED FROM SUCH NAMED POINTS.
(B) UNNAMED DESTINATION POINTS:
TO ANY UNNAMED DESTINATION POINT, WHICH IS LOCATED ON A HIGHWAY BETWEEN TWO NAMED POINTS DETERMINED BY PARAGRAPHS (C) AND (D) BELOW, APPLY THE HIGHER OF THE CLASS RATES PROVIDED TO SUCH NAMED POINTS.
(C) IN EACH CASE, THE NAMED POINT REFERRED TO IN PARAGRAPHS (A) AND (B) IMMEDIATELY ABOVE, MUST BE THE NEAREST NAMED POINT ON A HIGHWAY (OR HIGHWAYS) LEADING THERETO FROM THE UNNAMED POINT.
(D) WHEN BY REASON OF BRANCH OR DIVERGING HIGHWAYS, THERE ARE TWO OR MORE NEAREST NAMED POINTS EQUIDISTANT FROM THE UNNAMED POINT, THE HIGHEST RATED OF THE NEAREST NAMED POINTS WILL BE USED.

NON APPLICATION

(A) THIS RULE DOES NOT AUTHORIZE A CARRIER TO HANDLE SHIPMENTS FROM OR TO POINTS OR VIA ROUTES NOT WITHIN THE SCOPE OF ITS OPERATING AUTHORITY.
(B) IF THERE IS, IN ANY OTHER TARIFF, A CLASS RATE PUBLISHED SPECIFICALLY TO OR FROM THE UNNAMED POINT, FOR ACCOUNT OF THE SAME CARRIER OR CARRIERS, OVER THE SAME ROUTE, THIS RULE WILL NOT APPLY.
(C) THIS RULE DOES NOT AUTHORIZE THE ESTABLISHMENT OF CLASS RATES FROM OR TO UNNAMED POINTS NOT LOCATED BETWEEN NAMED POINTS.

EXCEPTION 1 - CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 500 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 500 POUNDS OR MORE.

(ITEM CONCLUDED ON PAGE 53 SERIES)

① - RULES 3(D), 4(A), 4(M), 5, AND 12 OF TARIFF CIRCULAR MF NO. 3 WAIVED; ICC PERMISSION NO. 28469-M.

RULES	ITEM
INTERMEDIATE POINTS (SUBJECT TO NOTE 1)	577 CONCLUDED

NOTE 1 - IN APPLYING THE PROVISIONS OF THIS ITEM, POINTS IN COLORADO AND NEW MEXICO LOCATED WEST OF US HIGHWAY 85 WILL NOT BE CONSIDERED AS INTERMEDIATE BETWEEN POINTS IN COLORADO LOCATED ON AND EAST OF US HIGHWAY 85, ON THE ONE HAND, AND POINTS IN NEW MEXICO AND TEXAS LOCATED ON AND EAST OF US HIGHWAY 85, ON THE OTHER.

NOTE 2 - THE PROVISIONS OF THIS ITEM APPLY ONLY IN CONNECTION WITH REGULAR-ROUTE OPERATING AUTHORITY.

NOTE 3 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS FROM WHICH COMMODITY RATES ON THE ARTICLE TO THE CONSIDERED DESTINATION ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE FROM THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 4 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS FROM WHICH COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF TO THE SAME DESTINATION OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS FROM WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE ABOVE PROVISIONS.

NOTE 5 - IF THE CLASS RATE ON THE SAME ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE FROM THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE COMMODITY RATE FROM THE MORE-DISTANT POINT UNDER THIS RULE, SUCH COMMODITY RATE WILL NOT APPLY.

NOTE 6 - IF THERE IS IN ANY OTHER TARIFF A COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE FROM THE CONSIDERED INTERMEDIATE POINT, APPLICABLE TO THE SAME DESTINATION OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED FROM SUCH INTERMEDIATE POINT.

NOTE 7 - WHEN BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS TO WHICH COMMODITY RATES ON THE ARTICLE FROM THE CONSIDERED ORIGIN ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE TO THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 8 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS TO WHICH COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF FROM THE SAME ORIGIN OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS TO WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE ABOVE PROVISIONS.

NOTE 9 - IF THE CLASS RATE ON THE SAME ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE TO THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE COMMODITY RATE TO THE NEXT MORE-DISTANT POINT UNDER THIS RULE, SUCH COMMODITY RATE WILL NOT APPLY.

NOTE 10 - IF THERE IS IN ANY OTHER TARIFF A COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE TO THE CONSIDERED INTERMEDIATE POINT, APPLICABLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED TO SUCH INTERMEDIATE POINT.

EXHIBIT 4.5

Item 577 Tariff RMB 330A

Intermediate Points Rule

INTERMEDIATE POINTS 577

(1) VOLUME COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1 THRU 33)

WHEN ANY POINT OF ORIGIN IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE TO A PARTICULAR DESTINATION OVER A PARTICULAR ROUTE, AND SUCH ORIGIN IS BETWEEN THE CONSIDERED DESTINATION AND A POINT FROM WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE TO SUCH DESTINATION, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE FROM THE NEXT MORE-DISTANT POINT FROM WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 1, 2, 3, 4 AND 9.

(2) VOLUME COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1 THRU 33)

WHEN ANY POINT OF DESTINATION IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE FROM A PARTICULAR ORIGIN OVER A PARTICULAR ROUTE, AND SUCH DESTINATION IS BETWEEN THE CONSIDERED ORIGIN AND A POINT TO WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE FROM SUCH ORIGIN, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE TO THE NEXT MORE-DISTANT POINT TO WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 5, 6, 7, 8 AND 9.

(3) CLASS RATES FROM AND TO INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1 THRU 33)

FROM OR TO ANY POINT FOR WHICH CLASS RATES ARE NOT PUBLISHED IN THE CLASS RATE SECTION OF THIS TARIFF WHICH IS INTERMEDIATE TO A POINT FROM OR TO WHICH CLASS RATES ARE PUBLISHED IN THIS TARIFF THROUGH SUCH UNNAMED POINT, APPLY FROM OR TO SUCH UNNAMED POINT THE CLASS RATE PUBLISHED IN THIS TARIFF FROM OR TO THE NEXT MORE DISTANT POINT.

CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 1,000 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 1,000 POUNDS OR MORE.

NOTE 1 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS FROM WHICH VOLUME COMMODITY RATES ON THE ARTICLE TO THE CONSIDERED DESTINATION ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE FROM THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 2 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS FROM WHICH VOLUME COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF TO THE SAME DESTINATION OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS FROM WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISIONS OF THIS NOTE.

NOTE 3 - IF THE CLASS RATE ON THE SAME ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE FROM THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE VOLUME COMMODITY RATE UNDER THIS RULE, SUCH VOLUME COMMODITY RATE WILL NOT APPLY.

NOTE 4 - IF THERE IS IN ANY OTHER TARIFF A VOLUME COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE FROM THE CONSIDERED INTERMEDIATE POINT, APPLICABLE TO THE SAME DESTINATION OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED FROM SUCH INTERMEDIATE POINT.

NOTE 5 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS TO WHICH VOLUME COMMODITY RATES ON THE ARTICLE FROM THE CONSIDERED ORIGIN ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE TO THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 6 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS TO WHICH VOLUME COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF FROM THE SAME ORIGIN OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS TO WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISIONS OF THIS NOTE.

NOTE 7 - IF THE CLASS RATE ON THE SAME ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE TO THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE VOLUME COMMODITY RATE UNDER THIS RULE, SUCH VOLUME COMMODITY RATE WILL NOT APPLY.

(ITEM CONTINUED ON PAGE 102 SERIES)

RULES	ITEM
INTERMEDIATE POINTS	577 CONTINUED

NOTE 8 - IF THERE IS IN ANY OTHER TARIFF A VOLUME COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE TO THE CONSIDERED INTERMEDIATE POINT, APPLICABLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED TO SUCH INTERMEDIATE POINT.

NOTE 9 - THE PROVISIONS REFERRING HERETO APPLY ONLY IN CONNECTION WITH RATES SUBJECT TO A MINIMUM WEIGHT OF 10,000 POUNDS OR MORE.

EXCEPTION 1 - EXCEPT AS PROVIDED IN EXCEPTION 3, THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES ON TRAFFIC MOVING FROM OR TO POINTS WITHIN THE FOLLOWING DESCRIBED TERRITORY IN CALIFORNIA, WHEN THE RATE TO BE APPLIED IS THAT APPLICABLE FROM OR TO A POINT INCLUDED IN THE BARSTOW, LOS ANGELES, SAN DIEGO OR SAN FRANCISCO, CA CLASS RATE GROUPS; ALSO IN THE LIVERMORE, LOS ANGELES, SAN DIEGO AND SAN FRANCISCO, CA COMMODITY RATE GROUPS OR A POINT IN CALIFORNIA LISTED IN ITEM 1100.

COMMENCING AT THE JUNCTION OF THE CALIFORNIA-NEVADA STATE LINE AND A POINT TWO MILES NORTHWEST OF US 91; THENCE ALONG A LINE DRAWN TWO MILES NORTH OR WEST OF US HIGHWAY 91 TO THE SOUTHERN BOUNDRY OF THE SAN BERNARDINO NATIONAL FOREST NEAR DEVORE, CA; THENCE ALONG THE SOUTHERN BOUNDARY OF THE SAN BERNARDINO NATIONAL FOREST AND THE ANGELES NATIONAL FOREST TO THE LOS ANGELES CITY LIMITS NEAR TUJUNGA, CA; THENCE ALONG THE EASTERN, NORTHERN AND WESTERN BOUNDARIES OF LOS ANGELES TO THE PACIFIC COAST; THENCE ALONG THE PACIFIC COAST TO A POINT FIVE MILES SOUTH OF SAN FRANCISCO; THENCE EAST TO A POINT TWO MILES WEST OF US HIGHWAY 101; THENCE SOUTH ALONG A LINE DRAWN TWO MILES WEST OF US HIGHWAY 101 TO THE SAN JOSE CITY LIMITS; THENCE ALONG THE WESTERN, SOUTHERN AND EASTERN BOUNDRIES OF SAN JOSE TO THE INTERSECTION OF CALIFORNIA STATE HIGHWAY 17; THENCE NORTHEAST ALONG A LINE TO THE SOUTHERN CITY LIMITS OF LIVERMORE, CA; THENCE ALONG THE SOUTHERN CITY LIMITS OF LIVERMORE TO A POINT TWO MILES SOUTH OF US HIGHWAY 50; THENCE ALONG A LINE DRAWN TWO MILES SOUTH OF US HIGHWAY 50 TO THE CALIFORNIA-NEVADA STATE LINE; THENCE ALONG THE CALIFORNIA-NEVADA STATE LINE TO POINT OF COMMENCEMENT.

EXCEPTION 2 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY IN CONNECTION WITH ARBITRARY RATES PUBLISHED IN THIS TARIFF.

EXCEPTION 3 - THE PROVISIONS OF EXCEPTION 1 OF THIS ITEM WILL NOT APPLY ON TRAFFIC ORIGINATING AT POINTS IN MONTANA UNDER RATES PUBLISHED IN SECTION 7 OF THIS TARIFF.

EXCEPTION 4 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES PUBLISHED FROM OR TO MONTANA POINTS AT COLORADO POINTS.

EXCEPTION 5 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY OVER CARRIERS' IRREGULAR ROUTES.

(ITEM CONTINUED ON PAGE 103 SERIES)

RULES | ITEM

INTERMEDIATE POINTS | 577 CONTINUED

EXCEPTION 6 - POINTS LOCATED IN MARIN COUNTY, CA WILL NOT BE CONSIDERED INTERMEDIATE FROM OR TO POINTS SOUTH OR EAST THEREOF.

EXCEPTION 7 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO POINTS LOCATED ON:
US HIGHWAY 89 FROM THISTLE, UT TO THE UTAH-ARIZONA STATE LINE, INCLUSIVE;
UTAH HIGHWAY 15 FROM VIRGIN, UT TO MT. CARMEL JUNCTION, UT, INCLUSIVE;
UTAH HIGHWAY 59 FROM HURRICANE, UT TO JUNCTION WITH UTAH HIGHWAY 15;
UTAH HIGHWAY 13 FROM COVE FORT, UT, TO JUNCTION WITH US HIGHWAY 89.

EXCEPTION 8 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS IN ARIZONA, OREGON, WASHINGTON OR WYOMING, NOR AT POINTS IN NEVADA OTHER THAN THOSE LOCATED ON US HIGHWAYS 40, AND 91 (INTERSTATE HIGHWAYS 80 AND 15).

EXCEPTION 9 - POINTS IN IDAHO NORTH OF THE SALMON RIVER AND POINTS IN MONTANA WILL NOT BE CONSIDERED INTERMEDIATE BETWEEN POINTS IN CALIFORNIA, ON THE ONE HAND, AND, POINTS IN IDAHO OR UTAH, ON THE OTHER

EXCEPTION 10 - ON TRAFFIC MOVING VIA US HIGHWAY 95, CALDWELL AND NAMPA, ID WILL BE CONSIDERED AS INTERMEDIATE BETWEEN BOISE, ID AND ANY POINT INCLUDED IN THE SAN FRANCISCO, CA COMMODITY RATE GROUP.

EXCEPTION 11 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM OR TO TWIN FALLS, ID, TO OR FROM ANY POINT INCLUDED IN THE SAN FRANCISCO, CA COMMODITY RATE GROUP, WILL NOT APPLY FROM OR TO POINTS WEST OR NORTH OF TWIN FALLS, ID LOCATED ON US HIGHWAYS 30, 93 AND 95, AND IDAHO HIGHWAYS 16, 18, 19, 20, 24, 25 AND 44.

EXCEPTION 12 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM OR TO BOISE, ID, AND POINTS WEST OF BOISE, ID, TO OR FROM ANY POINT INCLUDED IN THE SAN FRANCISCO, CA COMMODITY RATE GROUP, WILL NOT APPLY FROM OR TO TWIN FALLS. ID, OR POINTS EAST OF TWIN FALLS, ID.

EXCEPTION 13 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM OR TO POINTS IN UTAH LOCATED SOUTH OF SPANISH FORK ON US HIGHWAY 89 WILL NOT APPLY FROM OR TO POINTS IN UTAH LOCATED ON US HIGHWAY 91.

EXCEPTION 14 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO ANY POINT INCLUDED IN THE CEDAR CITY, EPHRAIM, FILLMORE, HEBER, KANAB, MILFORD, MORONI, MT. PLEASANT, NEPHI, PANGUITCH, PAROWAN, RICHFIELD, ST. GEORGE, UT COMMODITY RATE GROUPS, OR ANY UNNAMED UTAH POINT LOCATED SOUTH OF SPANISH FORK, UT, ON US HIGHWAYS 6, 50, 89 OR 91, WHEN THE RATE TO BE APPLIED IS THAT APPLICABLE FROM OR TO ANY POINT INCLUDED IN THE LIVERMORE AND SAN FRANCISCO, CA COMMODITY RATE GROUPS OR A POINT IN CALIFORNIA LISTED IN ITEM 1100.

EXCEPTION 15 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE PURPOSE OF ESTABLISHING RATES FROM OR TO POINTS IN IDAHO IN CONNECTION WITH RATES PUBLISHED BETWEEN POINTS IN CALIFORNIA, ON THE ONE HAND, AND, ON THE OTHER, POINTS IN UTAH.

(ITEM CONTINUED ON PAGE 104 SERIES)

ISSUED BY
Z. L. PEARSON, JR., GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

RULES	ITEM
INTERMEDIATE POINTS	577 CONTINUED

EXCEPTION 16 - THE PROVISIONS OF THIS ITEM WILL NOT APLY FOR ESTABLISHMENT OF RATES FROM OR TO POINTS IN CALIFORNIA LOCATED:

(1) ON OR EAST OF US HIGHWAY 395 BETWEIN THE CALIFORNIA-NEVADA STATE LINE AND ITS JUNCTION WITH CALIFORNIA STATE HIGHWAY 14;

(2) ON OR EAST OF CALIFORNIA STATE HIGHWAY 14, BETWEEN ITS JUNCTION WITH US HIGHWAY 395 AND ITS JUNCTION WITH INTERSTATE HIGHWAY 5, EXCEPT POINTS LOCATED ON INTERSTATE HIGHWAY 15;

(3) ON OR NORTH OF CALIFORNIA STATE HIGHWAY 37 AND NORTH OR WEST OF INTERSTATE HIGHWAY 80.

EXCEPTION 17 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS LOCATED ON US HIGHWAY 26 BETWEEN IDAHO FALLS, ID, AND THE IDAHO-WYOMING BORDER.

EXCEPTION 18 - RATES PUBLISHED BETWEEN POINTS IN CALIFORNIA, ON THE ONE HAND, AND, ON THE OTHER, POINTS IN IDAHO, OREGON, MONTANA OP WYOMING, WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO UTAH.

EXCEPTION 19 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FROM OR TO POINTS LOCATED ON US HIGHWAYS 20 AND 26 BETWEEN CAREY, ID, ON THE ONE HAND, AND IDAHO FALLS AND BLACKFOOT, ID ON THE OTHER.

EXCEPTION 20 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM AND TO BOISE, BURLEY, CALDWELL, EMMETT, GOODING, JEROME, MOUNTAIN HOME, NAMPA, PAYETTE, POCATELLO, RUPERT, TWIN FALLS, WEISER OR WENDELL, ID, OR POINTS IN OREGON, WILL NOT APPLY FROM OR TO BLACKFOOT, FIRTH, FORT HALL, IDAHO FALLS OR SHELLEY, ID.

EXCEPTION 21 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO ANY UTAH POINT LOCATED ON NATIONAL INTERSTATE HIGHWAY 80 (US HIGHWAY 30S) BETWEEN UINTAH, UT AND ECHO CITY, UT.

EXCEPTION 22 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM OR TO MCCAMMON, ID AND POINTS IN IDAHO NORTH OR WEST OF MCCAMMON, ID LOCATED ON US HIGHWAYS 30, 30N, 30S, 91 AND 191, WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS LOCATED ON:

(A) US HIGHWAY 89 NORTH OF LOGAN, UT TO AND INCLUDING MONTPELIER, ID.
(B) US HIGHWAY 30N BETWEEN MONTPELIER, ID AND MCCAMMON, ID, NOT INCLUDING MCCAMMON, ID.
(C) IDAHO HIGHWAY 34 BETWEEN ALEXANDER, ID AND PRESTON, ID, NOT INCLUDING PRESTON, ID.
(D) US HIGHWAY 91 BETWEEN PRESTON, ID AND THE JUNCTION OF US HIGHWAYS 91 AND 30N, NOT INCLUDING PRESTON, ID.

EXCEPTION 23 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES TO OR FROM POINTS IN MONTANA LOCATED ON US HIGHWAY 10 AND US HIGHWAY 191 IN CONNECTION WITH RATES PUBLISHED FROM OR TO BUTTE, MT OR POINTS IN MONTANA LOCATED SOUTH OF BUTTE, MT ON US HIGHWAY 91.

EXCEPTION 24 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM OR TO POINTS IN THE SALT LAKE CITY, UT GROUP WILL NOT APPLY FROM OR TO POINTS IN UTAH LOCATED NORTH THEREOF.

(ITEM CONCLUDED ON PAGE 105 SERIES)

EXHIBIT 4.5, p.5

577 SECTION 1 577

RULES	ITEM
INTERMEDIATE POINTS	577 CONCLUDED

EXCEPTION 25 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR ESTABLISHMENT OF RATES FROM, TO OR BETWEEN POINTS IN THE STATES OF NEW MEXICO OR TEXAS.

EXCEPTION 26 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF LTL RATES FROM OR TO POINTS IN WYOMING LOCATED ON US HIGHWAYS 30, 30N OR 30S.

EXCEPTION 27 - FOR THE PURPOSE OF APPLYING RATES UNDER THIS ITEM, POINTS LOCATED ON OR EAST OF US HIGHWAY 85 WILL NOT BE CONSIDERED AS INTERMEDIATE FROM OR TO ANY POINT LOCATED WEST OF US HIGHWAY 85.

EXCEPTION 28 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR ESTABLISHMENT OF RATES FROM OR TO POINTS IN CALIFORNIA LOCATED:

(1) ON OR EAST OF US HIGHWAY 395 BETWEEN THE CALIFORNIA-NEVADA STATE LINE AND ITS JUNCTION WITH CALIFORNIA STATE HIGHWAY 14;

(2) ON OR EAST OF CALIFORNIA STATE HIGHWAY 14, BETWEEN ITS JUNCTION WITH US HIGHWAY 395 AND ITS JUNCTION WITH INTERSTATE HIGHWAY 5, EXCEPT POINTS LOCATED ON INTERSTATE HIGHWAY 15;

(3) ON OR NORTH OF CALIFORNIA STATE HIGHWAY 37 AND NORTH OR WEST OF INTERSTATE HIGHWAY 80.

EXCEPTION 29 - THE PACIFIC MOTOR TRUCKING COMPANY IS NOT AUTHORIZED TO PERFORM SERVICE AT INTERMEDIATE POINTS LOCATED:

(1)ϕ PROVISIONS CANCELED. NO APPLICATION.

(2) ON US HIGHWAY 70 BETWEEN DUNCAN AND SOLOMONSVILLE, AZ, WHEN SUCH POINTS ARE MORE THAN TEN MILES BY HIGHWAY FROM EITHER DUNCAN OR SOLOMONSVILLE, AZ.

EXCEPTION 30 - WHEN IN CONNECTION WITH DELTA LINES, INC., THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR ESTABLISHMENT OF RATES FROM OR TO POINTS SERVED BY DELTA LINES, INC.

EXCEPTION 31 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR ESTABLISHMENT OF RATES BETWEEN STATIONS IN THE STATES OF CALIFORNIA AND NEVADA, ON THE ONE HAND, AND STATIONS IN THE STATE OF UTAH, ON THE OTHER HAND.

EXCEPTION 32 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES FROM OR TO POINTS LOCATED ON US HIGHWAY 6 IN NEVADA.

EXCEPTION 33 - THE PROVISIONS OF THIS ITEM WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS IN CALIFORNIA LOCATED ON US HIGHWAY 40 (INTERSTATE HIGHWAY 80) EAST OF AUBURN.

ϕ - EFFECTIVE DECEMBER 21, 1974.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF.

ISSUED NOVEMBER 8, 1974 EFFECTIVE DECEMBER 23, 1974 (EXCEPT AS NOTED)

CORRECTION 335

ISSUED BY
Z. L. PEARSON, JR., GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

EXHIBIT 4.6

Item 577 Tariff RMB 334A

Intermediate Points Rule

RULES	ITEM
INTERMEDIATE POINTS	577

(1) VOLUME COMMODITY RATES APPLICABLE FROM INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 AND 15)

WHEN ANY POINT OF ORIGIN IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE TO A PARTICULAR DESTINATION OVER A PARTICULAR ROUTE, AND SUCH ORIGIN IS BETWEEN THE CONSIDERED DESTINATION AND A POINT FROM WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE TO SUCH DESTINATION, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE FROM THE NEXT MORE-DISTANT POINT FROM WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 1, 2, 3, 4 AND 9.

(2) VOLUME COMMODITY RATES APPLICABLE TO INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 AND 15)

WHEN ANY POINT OF DESTINATION IS NOT PROVIDED IN THIS TARIFF WITH A VOLUME COMMODITY RATE ON A GIVEN ARTICLE FROM A PARTICULAR ORIGIN OVER A PARTICULAR ROUTE, AND SUCH DESTINATION IS BETWEEN THE CONSIDERED ORIGIN AND A POINT TO WHICH A VOLUME COMMODITY RATE ON THE ARTICLE IS PUBLISHED IN THIS TARIFF OVER THE SAME ROUTE FROM SUCH ORIGIN, APPLY ON SUCH ARTICLE THE VOLUME COMMODITY RATE TO THE NEXT MORE-DISTANT POINT TO WHICH A VOLUME COMMODITY RATE IS NAMED THEREON OVER THE CONSIDERED ROUTE THROUGH THE INTERMEDIATE POINT, EXCEPT AS PROVIDED IN NOTES 5, 6, 7, 8 AND 9.

(3) CLASS RATES FROM AND TO INTERMEDIATE POINTS (SUBJECT TO EXCEPTIONS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 AND 15)

FROM OR TO ANY POINT FOR WHICH CLASS RATES ARE NOT PUBLISHED IN THE CLASS RATE SECTION OF THIS TARIFF WHICH IS INTERMEDIATE TO A POINT FROM OR TO WHICH CLASS RATES ARE PUBLISHED IN THIS TARIFF THROUGH SUCH UNNAMED POINT, APPLY FROM OR TO SUCH UNNAMED POINT THE CLASS RATE PUBLISHED IN THIS TARIFF FROM OR TO THE NEXT MORE DISTANT POINT.

CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 1,000 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 1,000 POUNDS OR MORE.

NOTE 1 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS FROM WHICH VOLUME COMMODITY RATES ON THE ARTICLE TO THE CONSIDERED DESTINATION ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE FROM THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 2 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS FROM WHICH VOLUME COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF TO THE SAME DESTINATION OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE ARE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS FROM WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISIONS OF THIS NOTE.

NOTE 3 - IF THE CLASS RATE ON THE SAME ARTICLE TO THE SAME DESTINATION OVER THE SAME ROUTE FROM THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE VOLUME COMMODITY RATE UNDER THIS RULE, SUCH VOLUME COMMODITY RATE WILL NOT APPLY.

NOTE 4 - IF THERE IS IN ANY OTHER TARIFF A VOLUME COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE FROM THE CONSIDERED INTERMEDIATE POINT, APPLICABLE TO THE SAME DESTINATION OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED FROM SUCH INTERMEDIATE POINT.

NOTE 5 - WHEN, BY REASON OF BRANCH OR DIVERGING ROUTES, THERE ARE MORE THAN ONE MORE-DISTANT POINTS TO WHICH VOLUME COMMODITY RATES ON THE ARTICLE FROM THE CONSIDERED ORIGIN ARE PUBLISHED IN THIS TARIFF, APPLY THE RATE TO THE MORE-DISTANT POINT WHICH, ON THAT ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, RESULTS IN THE LOWEST CHARGE.

NOTE 6 - IF THE INTERMEDIATE POINT IS LOCATED BETWEEN TWO POINTS TO WHICH VOLUME COMMODITY RATES ON THE SAME ARTICLE ARE PUBLISHED IN THIS TARIFF FROM THE SAME ORIGIN OVER THE SAME ROUTE, APPLY THAT ONE OF SUCH RATES WHICH RESULTS IN THE HIGHER CHARGE. IF, DUE TO BRANCH OR DIVERGING ROUTES, THERE APE TWO OR MORE NEXT MORE-DISTANT POINTS IN THE SAME DIRECTION, ONLY THAT ONE OF SUCH POINTS TO WHICH THE LOWEST CHARGE RESULTS WILL BE CONSIDERED IN APPLYING THE PROVISION OF THIS NOTE.

NOTE 7 - IF THE CLASS RATE ON THE SAME ARTICLE FROM THE SAME ORIGIN OVER THE SAME ROUTE TO THE INTERMEDIATE POINT PRODUCES A LOWER CHARGE THAN WOULD RESULT FROM APPLYING THE VOLUME COMMODITY RATE UNDER THIS RULE, SUCH VOLUME COMMODITY RATE WILL NOT APPLY.

NOTE 8 - IF THERE IS IN ANY OTHER TARIFF A VOLUME COMMODITY RATE (NOT MADE BY USE OF AN INTERMEDIATE POINT RULE) PUBLISHED FOR THE ACCOUNT OF THE SAME CARRIER OR CARRIERS ON THE SAME ARTICLE TO THE CONSIDERED INTERMEDIATE POINT, APPLICABLE FROM THE SAME ORIGIN OVER THE SAME ROUTE, THE PROVISIONS OF THIS RULE WILL NOT BE APPLIED TO SUCH INTERMEDIATE POINT.

(ITEM CONCLUDED ON PAGE 74 SERIES)

ISSUED September 14, 1973 EFFECTIVE October 29, 1973

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

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RULES	ITEM
INTERMEDIATE POINTS	577 CON-CLU-DED

NOTE 9 - THE PROVISIONS REFERRING HERETO APPLY ONLY IN CONNECTION WITH RATES SUBJECT TO A MINIMUM WEIGHT OF 10,000 POUNDS OR MORE.

EXCEPTION 1 - POINTS BETWEEN POCATELLO, ID AND IDAHO FALLS, ID, INCLUDING POCATELLO AND IDAHO FALLS, ID, WILL NOT BE CONSIDERED INTERMEDIATE BETWEEN SALT LAKE CITY AND OGDEN, UT, ON THE ONE HAND, AND, ON THE OTHER, JACKSON, MOOSE, PARK HEADQUARTERS, JENNY LAKE AND WILSON, WY.

EXCEPTION 2 - THE PROVISIONS OF THIS ITEM DO NOT APPLY ON THE TRAFFIC MOVING FROM OR TO THE POINTS OF DIXON, BAGGS, AND SAVERY, WYOMING NOR SLATER, CO.

EXCEPTION 3 - THE PROVISIONS OF THIS ITEM SHALL NOT BE USED TO ESTABLISH RATES FROM SALT LAKE CITY, OGDEN OR PROVO, UT, ON THE ONE HAND, TO POINTS IN UTAH EAST OF PROVO ON US HIGHWAY 6 AND 50, ON THE OTHER.

EXCEPTION 4 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM OR TO POINTS IN UTAH DO NOT APPLY FROM OR TO POINTS IN IDAHO.

EXCEPTION 5 - RATES AND CHARGES PUBLISHED IN THIS TARIFF APPLICABLE BETWEEN POINTS IN UTAH, ON THE ONE HAND, AND, ON THE OTHER, ROCK SPRINGS, WY, DO NOT APPLY AT INTERMEDIATE POINTS LOCATED ON US HIGHWAY 189 NORTH OF KEMMERER, WY, TO THE INTERSECTION OF US HIGHWAYS 189 AND 187, AND FROM THE INTERSECTION OF US HIGHWAY 189 SOUTH ON US HIGHWAY 187 TO ROCK SPRINGS, WY.

EXCEPTION 6 - THE PROVISIONS OF THIS ITEM DO NOT APPLY AT POINTS LOCATED ON US HIGHWAY 40, BETWEEN SALT LAKE CITY, UT, AND VERNAL, UT.

EXCEPTION 7 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FROM OR TO POINTS LOCATED ON US HIGHWAYS 20 AND 26 BETWEEN CAREY, ID ON THE ONE HAND, AND IDAHO FALLS AND BLACKFOOT, ID, ON THE OTHER.

EXCEPTION 8 - RATES AND CHARGES PUBLISHED IN THIS TARIFF FROM AND TO BOISE, BURLEY, CALDWELL, EMMETT, GOODING, JEROME, MOUNTAIN HOME, NAMPA, PAYETTE, POCATELLO, RUPERT, TWIN FALLS, WEISER OR WENDELL, ID, OR POINTS IN OREGON, DO NOT APPLY FROM OR TO BLACKFOOT, FIRTH, FORT HALL, IDAHO FALLS, OR SHELLEY, ID.

EXCEPTION 9 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS LOCATED ON US HIGHWAY 26 BETWEEN IDAHO FALLS, ID, AND THE IDAHO-WYOMING BORDER, NOR AT POINTS LOCATED ON US HIGHWAY 89 BETWEEN ALPINE, WY, AND MONTPELIER, ID, INCLUDING ALPINE, WY.

EXCEPTION 10 - THE PROVISIONS OF THIS ITEM DO NOT APPLY IN CONNECTION WITH ARBITRARY RATES PUBLISHED IN THIS TARIFF.

EXCEPTION 11 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS IN WYOMING LOCATED NORTH OF INTERSTATE HIGHWAY 80 (US HIGHWAY 30, 30N, 30S) IN CONNECTION WITH RATES PUBLISHED BETWEEN POINTS IN UTAH, IDAHO, OREGON, ON THE ONE HAND, AND ON THE OTHER:

(1) CASPER, WY.
(2) POINTS IN WYOMING LOCATED ON THE INTERSTATE HIGHWAY 80 (US HIGHWAYS 30, 30N, 30S) BETWEEN EVANSTON, WY AND PINE BLUFF, WY, INCLUSIVE.
(3) POINTS IN COLORADO.

EXCEPTION 12 - THE PROVISIONS OF THIS ITEM DO NOT APPLY OVER CARRIERS' IRREGULAR ROUTES.

EXCEPTION 13 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES BETWEEN POINTS IN COLORADO, ON THE ONE HAND, AND, ON THE OTHER, POINTS IN WYOMING.

EXCEPTION 14 - THE PROVISIONS OF THIS ITEM DO NOT APPLY AT POINTS IN UTAH LOCATED ON INTERSTATE HIGHWAYS 80 OR 80N EAST OF SALT LAKE CITY OR OGDEN, UT.

EXCEPTION 15 - THE PROVISIONS OF THIS ITEM DO NOT APPLY FOR THE ESTABLISHMENT OF RATES BETWEEN POINTS IN UTAH, ON THE ONE HAND, AND, ON THE OTHER, POINTS IN IDAHO OR OREGON.

EXHIBIT 4.7

Item 577 Tariff RMB 521 (formerly 21-C)

Intermediate Points Rule

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC., AGENT

SECTION 1 EXHIBIT 4.7

RULES (Only one page) ITEM

INTERMEDIATE POINTS 577
(APPLIES ONLY FOR REGULAR ROUTE CARRIERS)

FROM OR TO ANY POINT FOR WHICH CLASS RATES ARE NOT PUBLISHED IN SECTIONS 3 THRU 8 OF THIS TARIFF BUT WHICH IS INTERMEDIATE TO A POINT FROM OR TO WHICH RATES ARE PUBLISHED IN SECTIONS 3 THRU 8 OF THIS TARIFF THROUGH SUCH INTERMEDIATE POINT, THE CLASS RATE PUBLISHED IN SECTIONS 3 THRU 8 OF THIS TARIFF OVER THE SAME ROUTE FROM OR TO THE NEXT MORE DISTANT POINT WILL BE APPLIED.

CLASS RATES DETERMINED BY THIS RULE APPLY ONLY ON SHIPMENTS WHICH WEIGH 500 POUNDS OR MORE, OR ON SHIPMENTS ON WHICH CHARGES ARE ASSESSED ON THE BASIS OF 500 POUNDS OR MORE.

EXCEPTION A: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES BETWEEN ANY TWO POINTS BOTH OF WHICH ARE LOCATED IN WESTERN TERRITORY AS DEFINED IN ITEM 110-5 OF RMB 20, OR BETWEEN ANY TWO POINTS BOTH OF WHICH ARE LOCATED IN EASTERN TERRITORY AS DEFINED IN ITEM 110-5 OF RMB 20.

EXCEPTION B: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS IN NEW MEXICO, NOR AT EL PASO, CANUTILLO OR VINTON, TX ON TRAFFIC MOVING BETWEEN THOSE POINTS, ON THE ONE HAND, AND, ON THE OTHER, POINTS IN ARIZONA OR CALIFORNIA.

EXCEPTION C: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES ON TRAFFIC MOVING BETWEEN POINTS IN ARIZONA CALIFORNIA, NEVADA OR UTAH, ON THE ONE HAND, AND, ON THE OTHER POINTS IN WYOMING LOCATED ON US HIGHWAYS 30, 30N OR 30S WEST OF CHEYENNE.

EXCEPTION D: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES ON TRAFFIC MOVING BETWEEN POINTS IN ILLINOIS, IOWA, MINNESOTA, NORTH DAKOTA, SOUTH DAKOTA OR WISCONSIN, ON THE ONE HAND, AND, ON THE OTHER, POINTS IN COLORADO LOCATED ON OR EAST OF US HIGHWAYS 87 OR 287.

EXCEPTION E: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS IN THAT PORTION OF COLORADO LOCATED WEST OF US HIGHWAYS 85 OR 87.

EXCEPTION F: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES ON TRAFFIC MOVING TO OR FROM CARMEN, LEODORE, LEMHI, MUD LAKE, NORTH FORK, SALMON, TENDOY OR TERRETON, ID

EXCEPTION G: IN THE APPLICATION OF THIS RULE, POINTS IN ILLINOIS WILL NOT BE CONSIDERED AS INTERMEDIATE TO POINTS IN MINNESOTA ON TRAFFIC ORIGINATING AT OR DESTINED TO POINTS IN WESTERN TERRITORY.

EXCEPTION H: THE PROVISIONS OF THIS RULE WILL NOT APPLY FOR THE ESTABLISHMENT OF RATES ON TRAFFIC MOVING TO OR FROM CLIMAX, CO.

EXCEPTION I: THE PROVISIONS OF THIS RULE DO NOT APPLY FOR THE ESTABLISHMENT OF RATES AT POINTS IN ALASKA.

▲THE PROVISIONS FORMERLY SHOWN IN ITEM 616 ON 4TH REVISED PAGE 22 ARE NOW SHOWN IN ITEM 616 ON PAGE 22-A SERIES.

FOR EXPLANATION OF ABBREVIATIONS OR REFERENCE MARKS NOT EXPLAINED ON THIS PAGE, SEE LAST PAGE OF TARIFF.

ISSUED SEPTEMBER 24, 1971 EFFECTIVE NOVEMBER 6, 1971

CORRECTION 955

ISSUED BY
EVERETT C. FUNK, GENERAL MANAGER
P.O. BOX 5746 TERMINAL ANNEX, DENVER, COLORADO 80217

J9

EXHIBIT 4.8

Item 281 Tariff MWB 501

Intermediate Application (Unnamed Points) Rule

APPLICATION OF RATES

EXHIBIT 4.8, p. 1

ITEM	APPLICATION
	APPLICATION OF JOINT MOTOR-RAIL, RAIL-MOTOR, MOTOR-RAIL-MOTOR OR RAIL-MOTOR-RAIL RATES FOR ACCOUNT OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY Joint motor-rail, rail-motor, motor-rail-motor or rail-motor-rail rates and/or provisions in this tariff, for account of The Atchison, Topeka and Santa Fe Railway Company, apply only on shipments actually transported over motor-rail, rail-motor, motor-rail-motor or rail-motor-rail routes provided in MFFB Tariff 221-F, MF-ICC 613, except as provided in Note 1 of this item. NOTE 1 - Motor service may be substituted for rail service of The Atchison, Topeka and Santa Fe Railway Company to the extent authorized in National Substituted Freight Service Tariff 429-D, ICC A-4664 or Rail-Trailer Substituted Service Tariff 457-G, ICC A-4703, Western Trunk Line Committee, Agent.
145	Departure from the terms of amended Fourth Section of the Interstate Commerce Act is permitted by authority of the Interstate Commerce Commission Fourth Section Order No. 19761, dated February 12, 1963, Supplemental Fourth Section Order No. 19761, dated June 12, 1963, Third Supplemental Fourth Section Order No. 19761, dated October 2, 1963, Eighth Supplemental Fourth Section Order No. 19761, dated March 16, 1964, Twelfth Supplemental Fourth Section Order No. 19761, dated August 28, 1964, Twentieth Supplemental Fourth Section Order No. 19761, dated March 8, 1965, Twenty-Fourth Supplemental Fourth Section Order No. 19761, dated August 9, 1965, Twenty-Sixth Supplemental Fourth Section Order No. 19761, dated December 21, 1965, Thirty-First Supplemental Fourth Section Order No. 19761, dated April 25, 1966, Thirty-Fourth Supplemental Fourth Section Order No. 19761, dated June 29, 1966, Forty-Second Supplemental Fourth Section Order No. 19761, dated January 18, 1967, Forty-Fourth Supplemental Fourth Section Order No. 19761, dated April 18, 1967, and Forty-Sixth Supplemental Fourth Section Order No. 19761, dated May 15, 1967. (145)
	SUBSTITUTION OF RAIL CARRIER SERVICE FOR MOTOR CARRIER SERVICE Shipments handled under this tariff are subject to the provisions of the following substituted freight service directories, supplements thereto or successive issues thereof, and where substituted service as authorized therein is performed, rates herein will apply:
150	Middlewest Motor Freight Bureau, Agent, Substituted Freight Service Tariff 205-I, MF-ICC 626. Southwestern Motor Freight Bureau, Inc., J. D. Hughett, Agent, Substituted Freight Service Tariff 16-I, MF-ICC 403.
	Departure from the terms of the rules of Tariff Circulars No. 20 and MF No. 3 to the extent necessary to publish these provisions are authorized by special permission of the Interstate Commerce Commission Permission Nos. 32994 and R-M 2418. (150)
	PART 1 CLASS RATES FROM OR TO UNNAMED POINTS DEFINITIONS: (a) The term "highway" means the roads, highways, streets or ways in any state. (b) "Point" means a particular city, town, village, community or other area which is treated as a unit for the application of rates. (c) An "unnamed" point is one from or to which class rates are not provided, other than the use of this rule. (d) A "named" point is one from or to which class rates are provided in this tariff, (or in other tariffs governed hereby), other than by use of this rule.
281	PART 2 RATES FROM OR TO UNNAMED POINTS LOCATED ON HIGHWAYS BETWEEN NAMED POINTS (See Notes 2 and 3) (a) From any unnamed origin point, which is located on a highway between two named points determined by paragraphs (c) and (d) of this part, apply the higher of the class rates provided from such named points. (b) To any unnamed destination point, which is located on a highway between two named points determined by paragraphs (c) and (d) of this part, apply the higher of the class rates provided from such named points. (c) In such case, the named point referred to in paragraphs (a) and (b) of this Part must be the nearest named point on a highway (or highways) leading thereto from the unnamed point. (d) When by reason of branch or diverging highways, there are two or more nearest named points equidistant from the unnamed point, the highest rated or nearest named points will be used.
	(Concluded on following page)

For explanation of abbreviations and reference marks see last page(s) of this tariff.

APPLICATION OF RATES EXHIBIT 4.8, p. 2

ITEM	APPLICATION
281 (Concluded)	PART 3

RATES FROM OR TO UNNAMED POINTS NOT LOCATED BETWEEN NAMED POINTS
(See Notes 2 and 3)

(a) From or to unnamed points located on highways, but not located between named points, or

(b) From or to unnamed points not located on highways, apply the following provisions:

When the distance between the unnamed point and the nearest named point is:	The rates from or to the unnamed point will be determined by adding the following arbitrary to the rate from or to the nearest named point, subject to a minimum charge per shipment as provided below:		
DISTANCE IN MILES (See Note 1)	ARBITRARIES IN CENTS PER 100 POUNDS		MINIMUM ARBITRARY CHARGE IN CENTS PER SHIPMENT
	LTL OR AQ	VOL.	
5 or less	40	12	232
10 and over 5	53	15	301
15 and over 10	65	19	371
20 and over 15	77	22	440
25 and over 20	90	26	509
30 and over 25	101	29	579

NOTE 1 - In determining the distance, the actual distance over the shortest route over which a truck can operate shall be used. Distance shall be computed from or to the Post Office having the same name as the named point from or to which a rate is published (use the main Post Office if it has more than one) from or to the actual place of loading or unloading. If the point named herein from or to which a rate is published has no Post Office by the same name, the distance shall be computed from or to the generally recognized business center of the community.

NOTE 2 - This rule does not authorize a carrier to handle shipments from or to points or via routes not within the scope of its operating authority.

NOTE 3 - If there is, in any other tariff, a class rate published specifically to or from the unnamed point, for account of the same carrier or carriers, over the same route, this rule will not apply.

EXCEPTIONS:
The provisions of this item will not apply via Superior Trucking Company, Inc., Atlanta, Ga. For provisions to apply, see Item 100.

Rules 3(d), 4(a), 4(m), 5 and 12 of tariff circular waived; ICC permission No. 28469-M.

(281)

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EXHIBIT 4.9

Item 281 Tariff MWB 502A

Intermediate Application (Unnamed Points) Rule

APPLICATION OF RATES EXHIBIT 4.9 (Only one page)

ITEM	APPLICATION

PART 1

CLASS RATES FROM OR TO UNNAMED POINTS

DEFINITIONS:

(a) The term "Highway" means the roads, highways, streets and ways in any state.

(b) "Point" means a particular city, town, village, community or other area which is treated as a unit for the application of rates.

(c) An "Unnamed" point is one from or to which class rates are not provided, other than by use of this rule.

(d) A "Named" point is one from or to which class rates are provided in this tariff (or in tariffs governed hereby), other than by use of this rule.

PART 2

RATES FROM OR TO UNNAMED POINTS LOCATED ON HIGHWAYS BETWEEN NAMED POINTS
(See Notes 2, 3 and 4)

(a) From any unnamed origin point, which is located on a highway between two named points determined by paragraphs (c) and (d) of this Part, apply the higher of the class rates provided from such named points.

(b) To any unnamed destination point, which is located on a highway between two named points determined by paragraphs (c) and (d) of this Part, apply the higher of the class rates provided to such named points.

(c) In each case, the named point referred to in paragraphs (a) and (b) of this Part must be the nearest named point on a highway (or highways) leading thereto from the unnamed point.

(d) When by reason of branch or diverging highways, there are two or more nearest named points equidistant from the unnamed point, the highest rates of the nearest named points will be used.

PART 3

RATES FROM OR TO UNNAMED POINTS NOT LOCATED BETWEEN NAMED POINTS
(See Notes 2, 3 and 4)

281 (a) From or to unnamed points located on highways, but not located between named points, or
(b) From or to unnamed points not located on highways, apply the following provisions:

When the distance between the unnamed point and the nearest named point is:	The rate from or to the unnamed point will be determined by adding the following arbitrary to the rate from or to the nearest named point, subject to a minimum charge per shipment as provided below:			
DISTANCE IN MILES (See Note 1)	ARBITRARIES IN CENTS PER 100 POUNDS			MINIMUM ARBITRARY CHARGE IN CENTS PER SHIPMENT
	LTL OR AQ		VOL.	
	COLUMN 1	COLUMN 2		
5 or less	43	42	13	262
10 and over 5	56	53	16	341
15 and over 10	69	70	19	420
20 and over 15	82	79	22	520
25 and over 20	95	91	27	576
30 and over 25	108	103	30	655

COLUMN 1 - For shipments weighing less than 5,000 pounds.
COLUMN 2 - For shipments weighing 5,000 pounds and over.

NOTE 1 - In determining the distance, the actual distance over the shortest route over which a truck can operate shall be used. Distances shall be computed from or to the Post Office having the same name as the name point from or to which a rate is published (use the main Post Office if it has more than one) from or to the actual place of loading or unloading. If the point named herein from or to which a rate is published has no Post Office by the same name, the distance shall be computed from or to the generally recognized business center of the community.

NOTE 2 - This rule does not authorize a carrier to handle shipments from or to points or via routes not within the scope of its operating authority.

NOTE 3 - If there is, in any other tariff, a class rate published specifically to or from the unnamed point, for account of the same carrier or carriers, over the same route, this rule will not apply.

NOTE 4 - The provisions of this item will not apply where the provisions of Item 1103 in Tariff ICC MWB 125 are applicable (Application of Class Rates at Named or Unnamed Points-Terminal Area Rule).

Rule 3(d), 4(a), 4(m), 5 and 12 of Tariff Circular waived; ICC Permission No. 28469-M.

(281)

For explanation of abbreviations and reference marks see last page(s) of this tariff.

EXHIBIT 4.10

Item 281 Tariff MWB 535A

Intermediate Application (Unnamed Points) Rule

ITEM | APPLICATION

247

ARBITRARIES FROM OR TO TEXAS POINTS REFERRING HERETO

Rates or charges on shipments subject to LTL, AQ, Volume or Truckload rates from or to points referring to this item will be made by adding the arbitrary rates or charges shown below:

SHIPMENTS SUBJECT TO:	ARBITRARY IN CENTS PER 100 POUNDS
LTL or AQ rates less than 5,000 pounds.	40
LTL or AQ rates 5,000 pounds and over.	38
Volume or Truckload rates.	25

(247)

250

ARBITRARIES FROM OR TO TEXAS POINTS REFERRING HERETO

Rates or charges on shipments subject to LTL, AQ or Volume rates from or to points referring to this item will be made by adding the arbitrary rates or charges shown below:

SHIPMENTS SUBJECT TO:	ARBITRARY IN CENTS PER 100 POUNDS
LTL rates less than 2,000 pounds.	64 (See Note 1)
Volume rates 2,000 pounds and over, but less than 5,000 pounds.	59
Volume rates 5,000 pounds and over, but less than 10,000 pounds.	55
Volume rates 10,000 pounds and over.	32

NOTE 1 - Subject to a minimum arbitrary charge of 262 cents.

(250)

253

ARBITRARIES FROM OR TO TEXAS POINTS REFERRING HERETO

Rates or charges on shipments subject to LTL, AQ or Volume rates from or to points referring to this item will be made by adding the arbitrary rates or charges shown below:

SHIPMENTS SUBJECT TO:	ARBITRARY IN CENTS PER 100 POUNDS
LTL or AQ rates less than 2,000 pounds.	64 (See Note 1)
LTL rates 2,000 pounds and over, but less than 5,000 pounds.	61
LTL rates 5,000 pounds and over, but less than 10,000 pounds.	57
Volume rates 10,000 pounds and over.	32

NOTE 1 - Subject to a minimum arbitrary charge of 262 cents.

(253)

281

PART 1

CLASS RATES FROM OR TO UNNAMED POINTS

DEFINITIONS:

(a) The term "highway" means the roads, highways, streets, and ways in any state.

(b) "Point" means a particular city, town, village, community or other area which is treated as a unit for the application of rates.

(c) An "UNNAMED" point is one from or to which class rates are not provided, other than by use of this rule.

(d) A "NAMED" point is one from or to which class rates are provided in this tariff (or in tariffs governed hereby), other than by use of this rule.

(Concluded on following page)

ITEM	APPLICATION
281 (Concluded)	PART 2 RATES FROM OR TO UNNAMED POINTS LOCATED ON HIGHWAYS BETWEEN NAMED POINTS (See Notes 2, 3 and 4) (a) From any unnamed origin point, which is located on a highway between two named points determined by paragraphs (c) and (d) of this part, apply the higher of the class rates provided from such named points. (b) To any unnamed destination points, which is located on a highway between two named points determined by paragraphs (c) and (d) of this part, apply the higher of the class rates provided to such named points. (c) In each case, the named point referred to in paragraphs (a) and (b) of this Part must be the nearest named point on a highway (or highways) leading thereto from the unnamed point. (d) When by reason of branch or diverging highways, there are two or more nearest named points equidistant from the unnamed point, the highest rated of the nearest named points will be used.
	PART 3 RATES FROM OR TO UNNAMED POINTS NOT LOCATED BETWEEN NAMED POINTS (See Notes 2, 3 and 4) (a) From or to unnamed points located on highways, but not located between points, or (b) From or to unnamed points not located on highways, apply the following provisions:

When the distance between the unnamed point and nearest named point is:	The rate from or to the unnamed point will be determined by adding the following arbitrary to the rate from or to the nearest named point, subject to a minimum charge per shipment as provided below:			
DISTANCE IN MILES (See Note 1)	ARBITRARIES IN CENTS PER 100 POUNDS			MINIMUM ARBITRARY CHARGE IN CENTS PER SHIPMENT
	LTL or AQ		VOL.	
	LESS THAN 5,000 POUNDS	5,000 POUNDS AND OVER		
5 or less	46	44	15	255
10 and over 5	60	56	18	331
15 and over 10	73	69	20	407
20 and over 15	87	82	23	483
25 and over 20	102	95	27	558
30 and over 25	115	108	31	636

NOTE 1 - In determining the distance, the actual distance over the shortest route over which a truck can operate shall be used. Distances shall be computed from or to the Post Office having the name as the named point from or to which a rate is published (use the main Post Office if it has more than one) from or to the actual place of loading or unloading. If the point named herein from or to which a rate is published has no Post Office by the same name, the distance shall be computed from or to the generally recognized business center of the community.

NOTE 2 - This rule does not authorize a carrier to handle shipments from or to points or via routes not within the scope of its operating authority.

NOTE 3 - If there is, in any other tariff, a class rate published specifically to or from the unnamed point, for account of the same carrier or carriers, over the same route, this rule will not apply.

NOTE 4 - The provisions of this item will not apply where the provisions of Item 1103 in Tariff ICC MWB 125 are applicable (Application of Class Rates At Named or Unnamed Points-Terminal Area Rule).

Rules 3(d), 4(a), 4(m), 5 and 12 of Tariff Circular waived; ICC Permission No. 28469-M.

(281)

ITEM	APPLICATION
290	STRAIGHT OR MIXED SHIPMENTS Except as otherwise provided in individual items, when more than one article is included in a rating item or commodity description list, the applicable ratings will apply on straight or mixed shipments of the articles in such rating items or commodity lists. (290)

For explanation of abbreviations and reference marks see last page(s) of this tariff.

EXHIBIT 4.11

Item 148 Tariff MWB 540

Intermediate Application (Unnamed Points) Rule

ITEM	APPLICATION
146 (Concluded)	APPLICATION OF JOINT MOTOR-RAIL OR RAIL-MOTOR RATES FOR ACCOUNT OF THE TEXAS MEXICAN RAILWAY COMPANY (c) Joint motor-rail or rail motor rates in this tariff, for account of The Texas Mexican Railway Company apply only on shipments actually transported over motor-rail or rail-motor routes provided in MMFB Tariff 221-E, MF-ICC 546, and as amended, except as provided in Note 1 of this item. When shipments are tendered to The Texas Mexican Railway Company at stations served by said carrier as shown in Section 1 of MMFB Tariff 201-C, MF-ICC 581, and as amended, the rates provided in this tariff, and as amended, will apply only when the shipper specifies in the bill of lading at time of tender, routing in connection with a motor carrier or carriers parties hereto. If a shipper does not specify such routing at time of tender of shipment or if the shipment is not actually handled over a joint motor-rail or rail-motor route provided in MMFB Tariff 221-E, MF-ICC 546, and as amended, the rates in this tariff will not apply. NOTE 1 - Motor Service may be substituted for all service of The Texas Mexican Railway Company to the extent authorized in National Substituted Freight Service Tariff 129-D, ICC A-1664, Western Trunk Line Committee, Agent, supplements thereto or reissues thereof. Departure form the terms of Amended Fourth Section of the Interstate Commerce Act is permitted by authority of the Interstate Commerce Commission Seventh Supplemental Fourth Section Order No. 19761, dated February 26, 1964. (116)
148	PART 1 CLASS RATES FROM OR TO UNNAMED POINTS DEFINITIONS: (a) The term "highway" means the roads, highways, streets, and ways in any state. (b) "Point" means a particular city, town, village, community or other area which is treated as a unit for the application of rates. (c) An "UNNAMED" point is one from or to which class rates are not provided, other than by use of this rule. (d) A "NAMED" point is one from or to which class rates are provided in this tariff (or in tariffs governed hereby), other than by use of this rule. PART 2 RATES FROM OR TO UNNAMED POINTS LOCATED ON HIGHWAYS BETWEEN NAMED POINTS (See Notes 2 and 3) (a) From any unnamed origin point, which is located on a highway between two named points determined by paragraphs (c) and (d) of this part, apply the higher of the class rates provided from such named points. (b) To any unnamed destination point which is located on a highway between two named points determined by paragraphs (c) and (d) of this part, apply the higher of the class rates provided to such named points. (c) In each case, the named point referred to in paragraphs (a) and (b) of this Part must be the nearest named point on a highway (or highways) leading thereto from the unnamed point. (d) When by reason of branch or diverging highways, there are two or more nearest named points equidistant from the unnamed point, the highest rated of the nearest named points will be used PART 3 RATES FROM OR TO UNNAMED POINTS NOT LOCATED BETWEEN NAMED POINTS (See Notes 2 and 3) (a) From or to unnamed points located on highways, but not located between named points, or (b) From or to unnamed points not located on highways, apply the following provisions:

When the distance between the unnamed point and the nearest named point is:	The rate from or to the unnamed point will be determined by adding the following arbitrary to the rate from or to the nearest named point, subject to a minimum charge per shipment as provided below:		
DISTANCE IN MILES (See Note 1)	ARBITRARIES IN CENTS PER 100 POUNDS		MINIMUM ARBITRARY CHARGE IN CENTS PER SHIPMENT
	LTL OR AQ	VOL.	
5 or less	37	11	210
10 and over 5	48	14	273
15 and over 10	59	17	336
20 and over 15	70	20	399
25 and over 20	81	23	462
30 and over 25	92	26	525

(Concluded on following page)

For explanation of abbreviations and reference marks see last page(s) of this tariff.

APPLICATION OF RATES — EXHIBIT 4.11, p. 2

ITEM	APPLICATION
118 (Concluded)	NOTE 1 - In determining the distance, the actual distance over the shortest route over which a truck can operate shall be used. Distances shall be computed from or to the Post Office having the same name as the named point from or to which a rate is published (use the main Post Office if it has more than one) from or to the actual place of loading or unloading. If the point named herein from or to which a rate is published has no Post Office by the same name, the distance shall be computed from or to the generally recognized business center of the community. NOTE 2 - This rule does not authorize a carrier to handle shipments from or to points or via routes not within the scope of its operating authority NOTE 3 - If there is, in any other tariff, a class rate published specifically to or from the unnamed point, for account of the same carrier or carriers, over the same route, this rule will not apply. EXCEPTIONS: The provisions of this item will not apply via Superior Trucking Company, Inc., Atlanta, Ga. For provisions to apply see Item 100. Rules 3(d), 4(a), 4(m), 5 and 12 of tariff circular waived; ICC Permission No. 28169-M (118)
150	SUBSTITUTION OF RAIL CARRIER SERVICE FOR MOTOR CARRIER SERVICE Shipments handled under this tariff are subject to the provisions of Middlewest Motor Freight Bureau, Agent, Substituted Freight Service Tariff 205-H, MF-ICC 567, and when substituted service as authorized herein is performed, rates herein will apply. Departures from the terms of the rules of Tariff Circulars No. 20 and MF No. 3 to the extent necessary to publish these provisions are authorized by special permission of the Interstate Commerce Commission Permission Nos. 32991, RM-2118, RM-2329 and M-19048. (150)
183	WHARVES OR PIERS AT THE PORT OF NEW ORLEANS, LA. Where reference is made to this item, each Port of New Orleans, La., wharf or pier named below will be considered as a separate place for the purpose of applying rates, rules or regulations provided herein: Bienville Street Wharf Celeste Street Wharf Congress Street Wharf Desire Street Wharf Dumaine Street Wharf Erato Street Wharf Esplande Avenue Wharf First Street Wharf Florida Avenue Wharf Foreign Trade Zone No. 2 Galvez Street Wharf Gov. Nichols Street Wharf Harmony Street Wharf Julia Street Wharf Louisa Street Wharf Mandeville Street Wharf Market Street Wharf Napoleon Avenue Wharf Nashville Avenue Wharf Orange Street Wharf Pauline Street Wharf Perry Street Wharf Piety Street Wharf Poland Street Wharf Poydras Street Wharf Press Street Wharf Public Commodity Warehouse Robin Street Wharf St. Andrew Street Wharf Seventh Street Wharf Stuyvesant Dock (I.C. RR) Thalia Street Wharf Third Street Wharf Toulouse Street Wharf U. S. Army Terminal Washington Avenue Wharf (183)
260	APPLICATION OF RATES FROM AND TO PLACES WITHIN OR ADJACENT TO CORPORATE LIMITS OR INTEGRAL PARTS OF UNINCORPORATED COMMUNITIES (a) Rates, rules and regulations provided herein, shall apply from and to points named as well as from and to all places therein and integral parts thereof if such points are unincorporated communities or villages; also from and to all places that do not lie within a separately incorporated city, town or village, but which lie within one-quarter mile of the corporate limits of said points, if the population thereof is 2,500 or less; within one-half mile if the population is between 2,500 and 10,000; within one mile if the population is between 10,000 and 100,000 and within two miles if the population exceeds 100,000; all such populations to be determined according to the latest report of the United States Census Bureau. (b) In determining rates from and to places not lying within a separately incorporated city, town or village, which point lies within the distance specified in paragraph (a) hereof from two or more incorporated cities, towns or villages, the rate to apply shall be that which applies from the city, town or village closest to such point, if such point is equi-distant from two or more cities, towns or villages, the rate to apply shall be that which results in the lowest charge. (c) In applying the provisions of this rule, distances are to be measured by air line from the corporate limits of points from and to which rates are provided. (260)

For explanation of abbreviations and reference marks, see last page(s) of this tariff.

APPENDIX 5

Contains a data set for each state in the project study area. These sets include three rate-group maps for each state and three tables developing arbitrary-rated-points and rate/mileage relationships. Data are discussed in Chapter 5 of text

EXHIBIT 5.1

COLORADO DATA SET

Class 100 LTL Rates from LOS ANGELES, CALIFORNIA to Typical Non-Rate-Group Points in the State of COLORADO

Non-Rate-Group Point	Rate from Los Angeles to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Allenmine	1306 to Trinidad	137 (a) Item 6120 RMB 127	1443
Akron	1306 to Denver	408 (c) Local rate CMTB 12-B	1714
Aspen	1161 to Glenwood Springs	175 (f) Item 1525 RMB 330	1336
Boulder	1306 to Denver	161 (a) Item 6140 RMB 127	1467
Cheyenne Wells	1306 to Denver	335 (a) Item 16100 RMB 127	1641
Colbran	884 to Grand Junction	361 (c) Local rate CMTB 12-B	1245
Creede	1301 to Alamosa	405 (c) Local rate CMTB 12-B	1706
Eads	1306 to Denver	335 (a) Item 6100 RMB 127	1641
Holyoke	1306 to Denver	470 (c) Local rate CMTB 12-B	1776
Naturita	1061 to Grand Junction	514 (c) Local rate CMTB 12-B	1575
Norad	1306 to Colorado Springs	119 (a) Item 6240 RMB 127	1425
Springfield	1306 to Pueblo	463 (c) Local rate CMTB 12-B	1769
Towaoc	1301 to Durango	148 (a) Item 1525 RMB 330	1449
Walden	1306 to Denver	509 (c) Local rate CMTB 12-B	1815
Wray	1306 to Denver	463 (c) Local rate CMTB 12-B	1769

(a)=Arbitrary Class Rate (c)=Combination of Local Rates (f)=Flat Arbitrary

Alphabetical List of Rate-Group and Non-Rate-Group Points*

in the State of COLORADO

Showing Mileage and Class 100 LTL Rates from LOS ANGELES

Point or Group	Miles	Rate
Allenmine	1083	1443
Akron	1171	1714
Aspen	932	1336
Boulder	1076	1467
Cheyenne Wells	1231	1641
Colbran	844	1245
Colorado Springs	1093	1354
Creede	926	1706
Denver	1059	1306
Durango	801	1301
Eads	1174	1641
Fort Collins	1116	1354
Grand Junction	803	1061
Greeley	1113	1354
Holyoke	1231	1776
La Junta	1098	1357
Naturita	836	1575
Norad	1103	1425
Pueblo	1073	1306
Springfield	1109	1769
Sterling	1183	1354
Towaoc	777	1449
Walden	1037	1815
Wray	1235	1769

Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

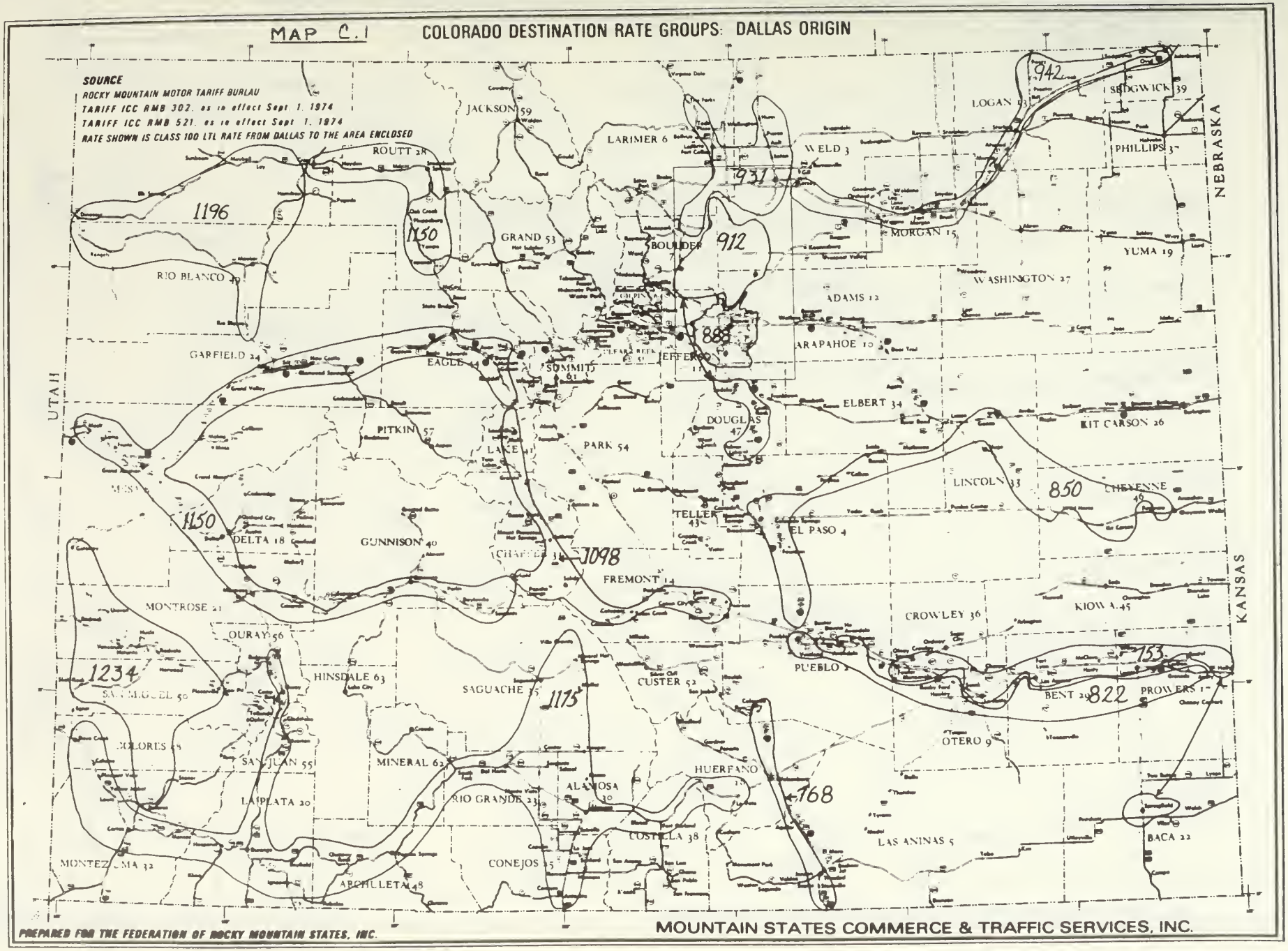
*Does not include all points in the state.

Rate-Group and Non-Rate-Group Points in the State of COLORADO*
Arranged in Order of Mileage from LOS ANGELES and
Showing Class 100 LTL Rate from LOS ANGELES
with Bar Chart Comparing Cents per Hundredweight per Mile

(Points are NOT necessarily arranged in route order.)

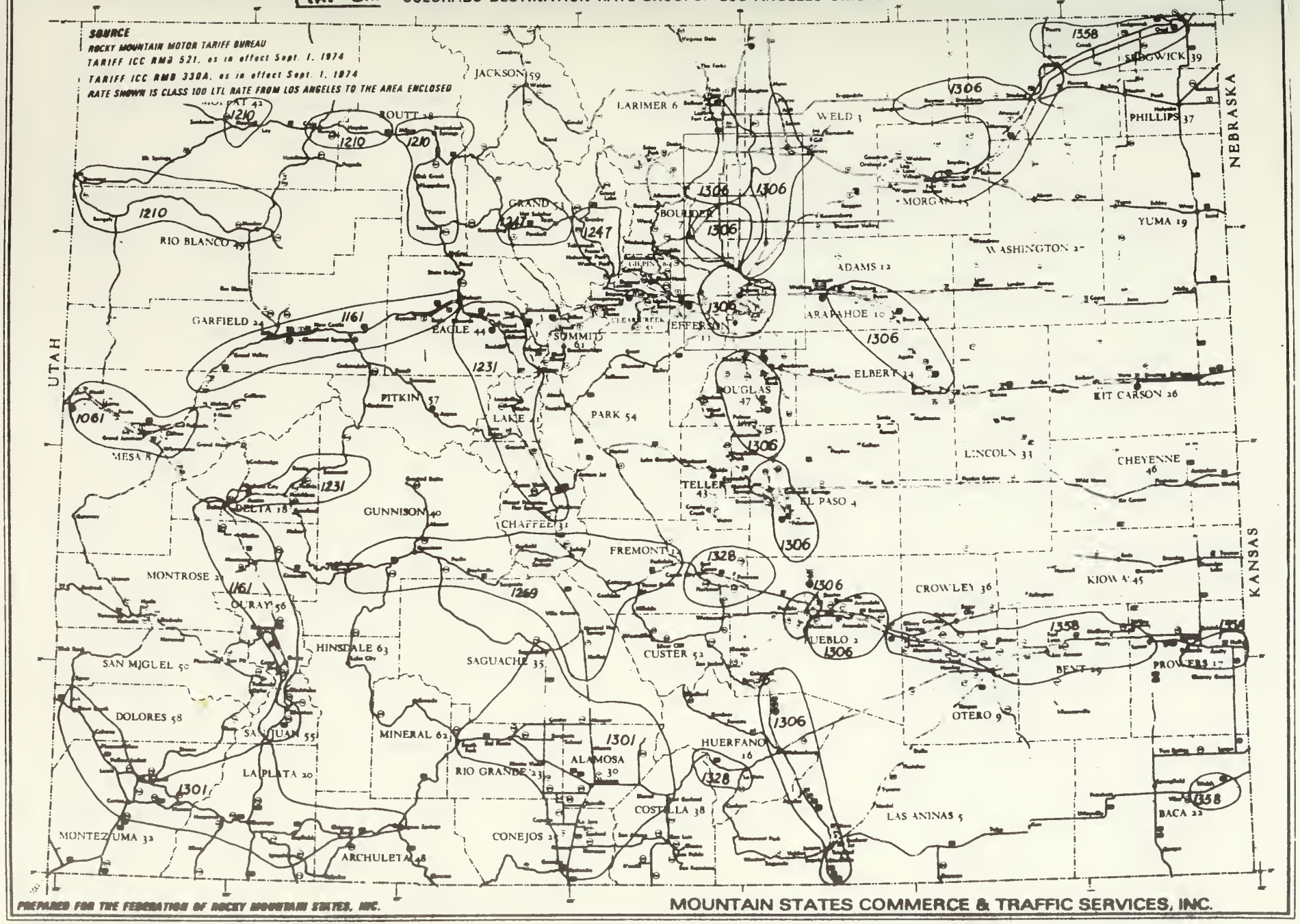
POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE 0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Towaoc	777	1449		1.86
Durango	801	1301		1.62
Grand Junction	803	1061		1.32
Naturita	836	1575		1.88
Colbran	844	1245		1.48
Creede	926	1706		1.84
Aspen	932	1336		1.43
Walden	1037	1815		1.75
Denver	1059	1306		1.23
Pueblo	1073	1306		1.22
Boulder	1076	1467		1.36
Allenmine	1083	1443		1.33
Colorado Springs	1093	1354		1.24
La Junta	1098	1357		1.23
Norad	1103	1425		1.29
Springfield	1109	1769		1.60
Greeley	1113	1354		1.22
Fort Collins	1116	1354		1.21
Akron	1171	1714		1.46
Eads	1174	1641		1.40
Sterling	1183	1354		1.14
Cheyenne Wells	1231	1641		1.33
Holyoke	1231	1776		1.44
Wray	1235	1769		1.43

*Does not include all points in the state.


MAP C.1
COLORADO DESTINATION RATE GROUPS: DALLAS ORIGIN
SOURCE
ROCKY MOUNTAIN MOTOR TARIFF BUREAU
TARIFF ICC RMB 302, as in effect Sept 1, 1974
TARIFF ICC RMB 521, as in effect Sept 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM DALLAS TO THE AREA ENCLOSED
1196
1150
1150
1234
1098
1175
931
912
888
942
850
822
768
753
JACKSON 59
LARIMER 6
WELD 3
LOGAN 13
SEDGWICK 39
PHILLIPS 37
NEBRASKA
ROUTT 38
GRAND 53
BOULDER
MORGAN 15
YUMA 19
RIO BLANCO 10
WASHINGTON 27
ADAMS 12
ARAPAHOE 10
GARFIELD 24
EAGLE
SUMMIT 61
JEFFERSON
ELBERT 34
KIT CARSON 26
UTAH
PITKIN 57
DOUGLAS 47
PARK 54
LINCOLN 33
CHEYENNE 49
TELLER 43
EL PASO 4
DELTA 18
GUNNISON 40
FREMONT 14
MONTROSE 21
KIOWA 45
KANSAS
CROWLEY 36
OURAY 56
PUEBLO 3
HINSDALE 63
SAGUACHE 35
CUSTER 52
BENT 29
PROWERS 17
SAN MIGUEL 50
OTERO 9
DOLORES 15
SAN JUAN 55
MINERAL 62
HUERFANO
LA PLATA 20
RIO GRANDE 23
ALAMOSA 30
COSTILLA 38
LAS ANIMAS 5
BACA 22
MONTEZUMA 32
CONEJOS 15
ARCHULETA 48
PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.
MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC.

Map C.1

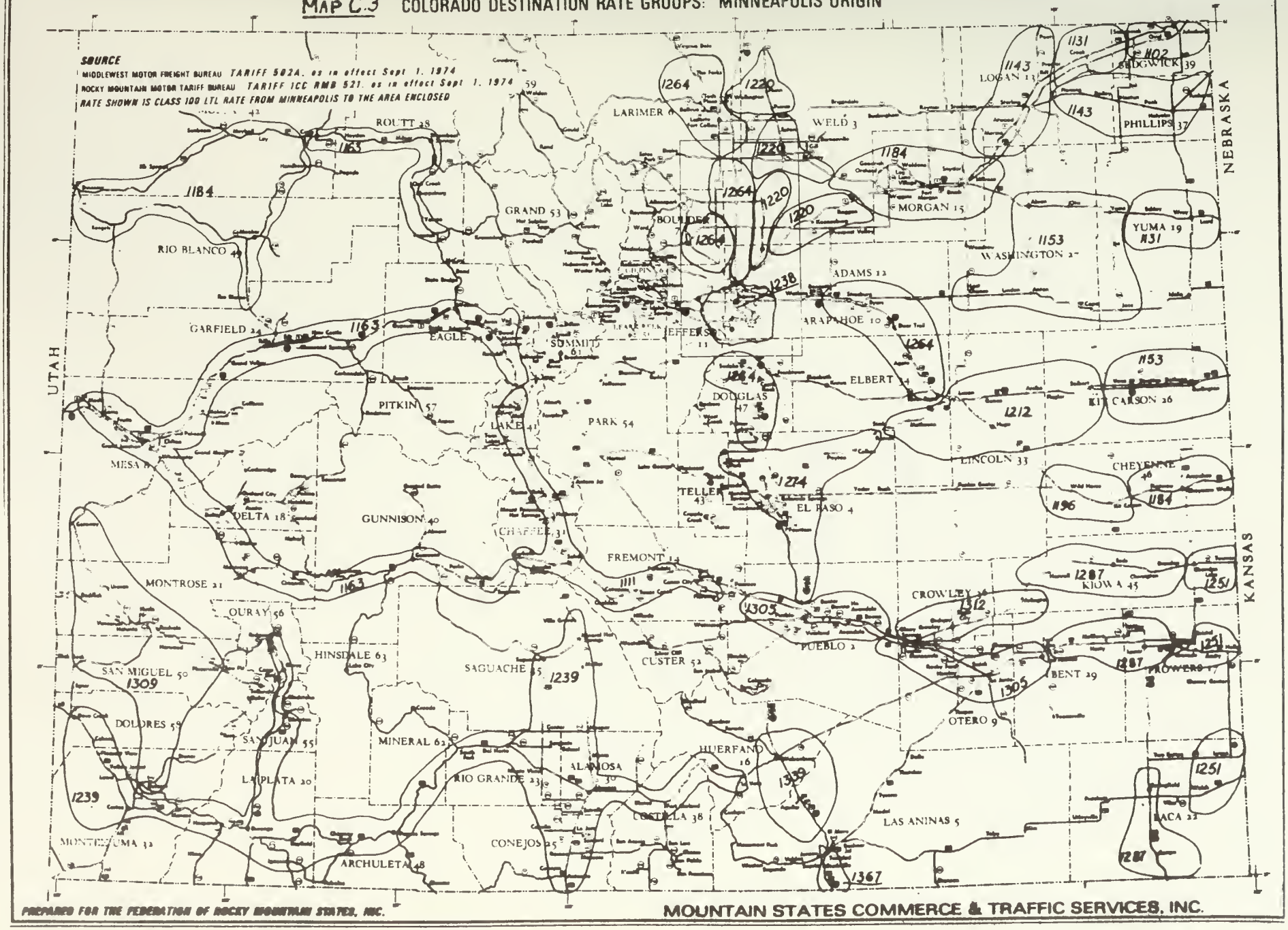
MAP C.2 COLORADO DESTINATION RATE GROUPS: LOS ANGELES ORIGIN



PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC.

MAP C.3 COLORADO DESTINATION RATE GROUPS: MINNEAPOLIS ORIGIN



PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC.

EXHIBIT 5.2

IDAHO DATA SET

Class 100 LTL Rates from DENVER, COLORADO to Typical Non-Rate-Group Points in the State of IDAHO

Non-Rate-Group Point	Rate from Denver to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Cottonwood	1152 to Lewiston	223 (c) ITB 21-A	1375
Craigmont	1152 to Lewiston	206 (c) ITB 21-A	1358
Grangeville	1152 to Lewiston	239 (c) ITB 21-A	1391
Kamiah	1152 to Lewiston	230 (c) ITB 21-A	1382
Orofino	1152 to Lewiston	206 (c) ITB 21 A	1358
Pierce	1152 to Lewiston	245 (c) ITB 21-A	1397
Pollock	1152 to Lewiston	339 (c) ITB 21-A	1491
Riggins	1152 to Lewiston	339 (c) ITB 21-A	1491
Spalding	1152 to Lewiston	156 (c) ITB 21-A	1308

Note: ITB 21-A is Intermountain Tariff Bureau Tariff Number 21-A

(c)=Combination of Local Rates

Alphabetical List of Rate-Group and Non-Rate-Group Points* in the State of IDAHO Showing Mileage and Class 100 LTL Rates from DENVER

Point or Group	Miles	Rate
Blackfoot	617	960
Boise	811	1068
Burley	648	1007
Coeur d'Alene	1058	1152
Cottonwood	1037	1375
Craigmont	1053	1358
Grangeville	1022	1391
Idaho Falls	597	960
Kamiah	1049	1382
Lewiston	1085	1152
Nampa	831	1120
Orofino	1104	1358
Pierce	1094	1397
Pocatello	598	926
Pollock	962	1491
Riggins	970	1491
Spalding	1073	1308
Twin Falls	688	1007
Wallace	1031	1152

Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

TABLE I-3 IDAHO

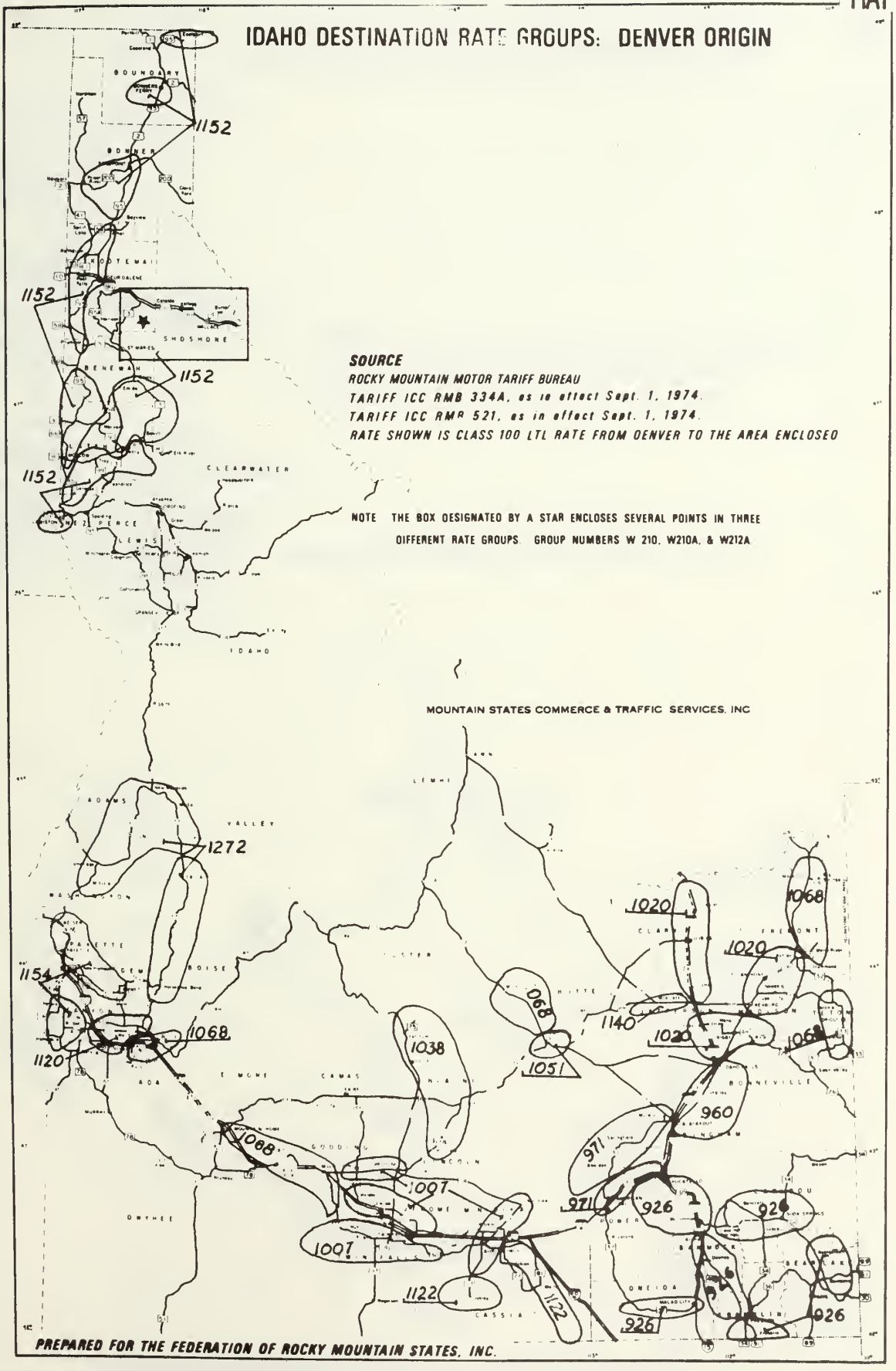
Rate-Group and Non-Rate-Group Points in the State of IDAHO*
Arranged in Order of Mileage from DENVER and
Showing Class 100 LTL Rate from DENVER
with Bar Chart Comparing Cents per Hundredweight per Mile

(Points are NOT necessarily arranged in route order.)

POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE 0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Idaho Falls	597	960		1.61
Pocatello	598	926		1.55
Blackfoot	617	960		1.56
Burley	648	1007		1.55
Twin Falls	688	1007		1.46
Boise	811	1068		1.32
Nampa	831	1120		1.35
Pollock	962	1491		1.55
Riggins	970	1491		1.54
Grangeville	1022	1391		1.36
Wallace	1031	1152		1.12
Cottonwood	1037	1375		1.33
Kamiah	1049	1382		1.32
Craigmont	1053	1358		1.29
Coeur d'Alene	1058	1152		1.09
Spalding	1073	1308		1.22
Lewiston	1085	1152		1.06
Pierce	1094	1397		1.28
Orofino	1104	1358		1.23

*Does not include all points in the state.

IDAHO DESTINATION RATE GROUPS: DENVER ORIGIN



SOURCE

ROCKY MOUNTAIN MOTOR TARIFF BUREAU
TARIFF ICC RMB 334A, as in effect Sept. 1, 1974.
TARIFF ICC RMB 521, as in effect Sept. 1, 1974.
RATE SHOWN IS CLASS 100 LTL RATE FROM DENVER TO THE AREA ENCLOSED

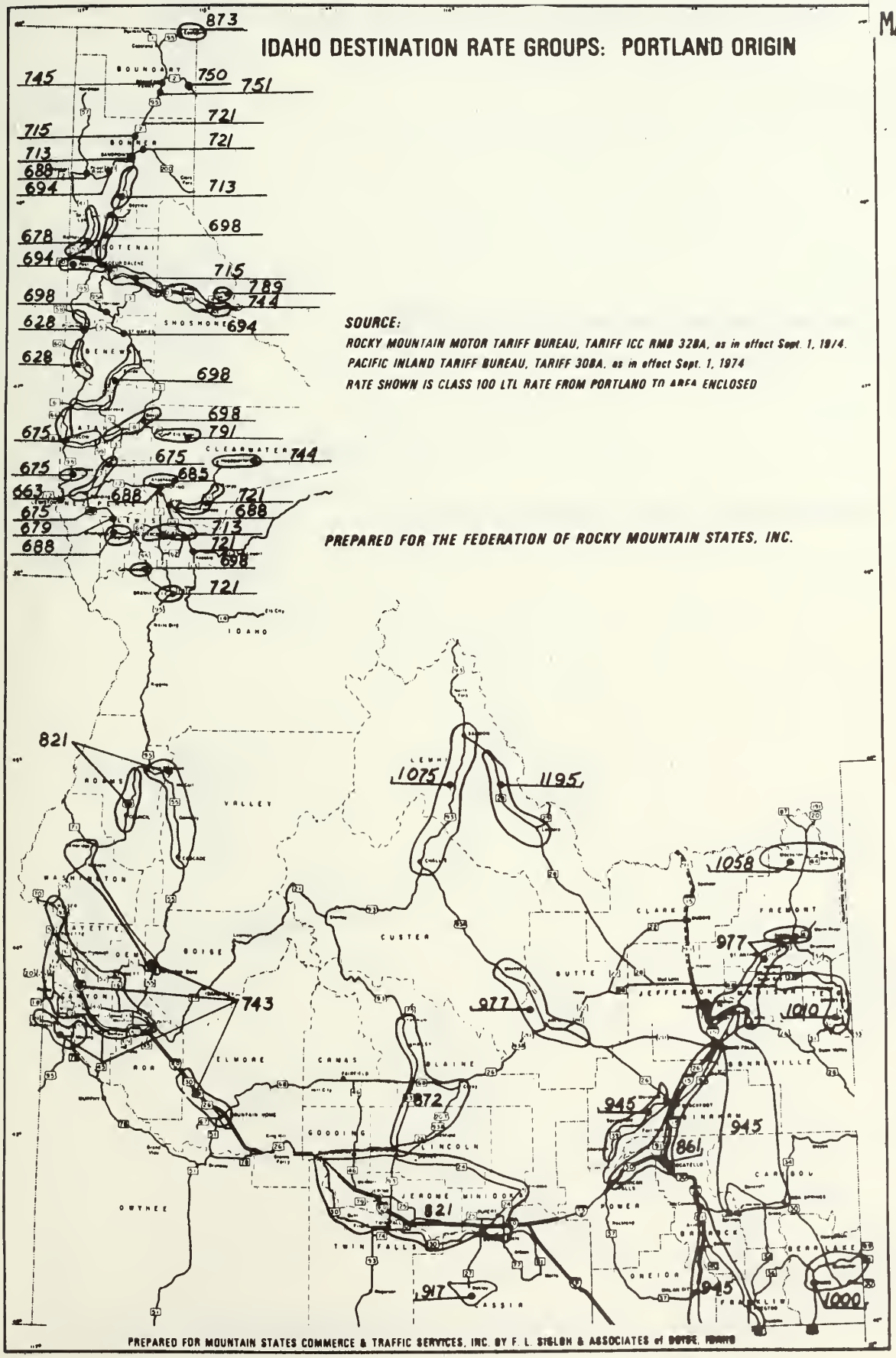
NOTE THE BOX DESIGNATED BY A STAR ENCLOSES SEVERAL POINTS IN THREE DIFFERENT RATE GROUPS. GROUP NUMBERS W 210, W210A, & W212A

MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

MAP I.2

IDAHO DESTINATION RATE GROUPS: PORTLAND ORIGIN

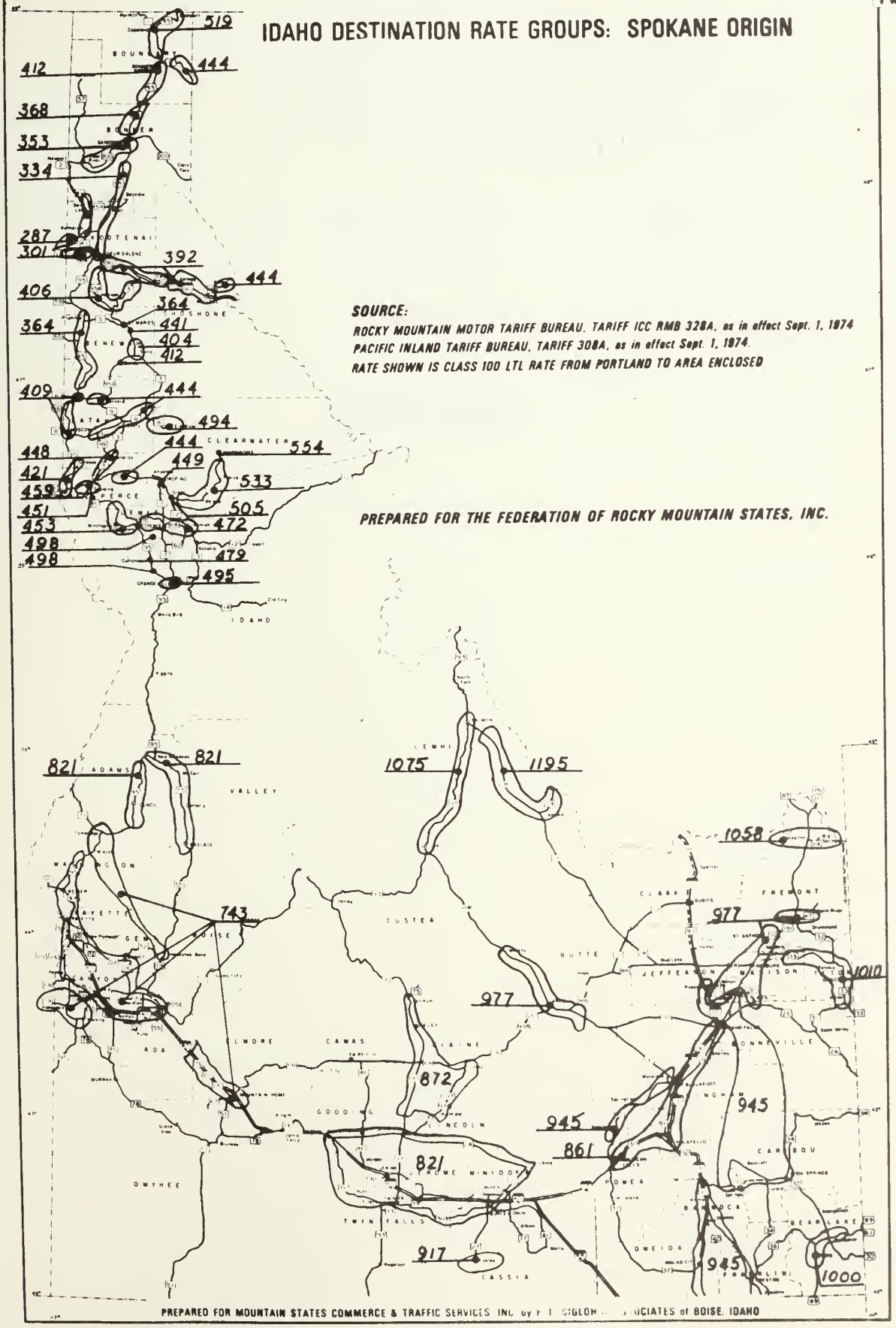


SOURCE:
ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 328A, as in effect Sept. 1, 1974.
PACIFIC INLAND TARIFF BUREAU, TARIFF 30BA, as in effect Sept. 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM PORTLAND TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. BY F. L. SIGLOH & ASSOCIATES of BOISE, IDAHO

IDAHO DESTINATION RATE GROUPS: SPOKANE ORIGIN



SOURCE:
ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 328A, as in effect Sept. 1, 1974
PACIFIC INLAND TARIFF BUREAU, TARIFF 308A, as in effect Sept. 1, 1974.
RATE SHOWN IS CLASS 100 LTL RATE FROM PORTLAND TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES INC. by [illegible] ASSOCIATES of BOISE, IDAHO

EXHIBIT 5.3

MONTANA DATA SET

Class 100 LTL Rates from DENVER, COLORADO to Typical Non-Rate-Group Points in the State of MONTANA

Non-Rate-Group Point	Rate from Denver to Point or Rate Group Shown	Plus Rate Shown to Destination		Total Rate
Ashland	985 to Billings	213	(a) Item 1480 RMB 304-A	1198
Belt	1120 to Great Falls	106	(a) Item 1490 RMB 304-A	1226
Eureka	1351 to Kalispell	173	(c) PITB 20-A	1524
Froid	1502 to Williston, N.D.	527	(c) RMB 521	2029
Heath	1038 to Lewiston	43	(f) Item 1590 RMB 304-A	1081
Medicine Lake	1502 to Williston, N.D.	527	(c) RMB 521	2029
Melstone	985 to Billings	205	(c) PITB 20-A	1190
Moccasin	1120 to Great Falls	227	(a) Item 1490 RMB 304-A	1347
Plentywood	1502 to Williston, N.D.	527	(c) RMB 521	2029
Scobey	1502 to Williston, N.D.	527	(c) RMB 521	2029
Vaughn	1120 to Great Falls	106	(a) Item 1490 RMB 304-A	1226
Winnett				

(a)=Arbitrary Class Rate (c)=Combination of Local Rates (f)=Flat Arbitrary

Alphabetical List of Rate-Group and Non-Rate-Group Points*

in the State of MONTANA

Showing Mileage and Class 100 LTL Rates from DENVER

Point or Group	Miles	Rate
Ashland	476	1198
Belt	760	1226
Billings	555	1034
Bozeman	695	1050
Butte	778	1120
Eureka	1065	1524
Froid	689	2029
Glasgow	709	1315
Great Falls	781	1120
Havre	856	1243
Heath	680	1081
Helena	781	1120
Kalispell	1011	1361
Melstone	643	1190
Medicine Lake	700	2029
Miles City	515	1105
Missoula	891	1230
Moccasin	699	1347
Plentywood	721	2029
Scobey	764	2029
Vaughn	794	1226

Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

Rate-Group and Non-Rate-Group Points in the State of MONTANA*
Arranged in Order of Mileage from DENVER and
Showing Class 100 LTL Rate from DENVER
with Bar Chart Comparing Cents per Hundredweight per Mile

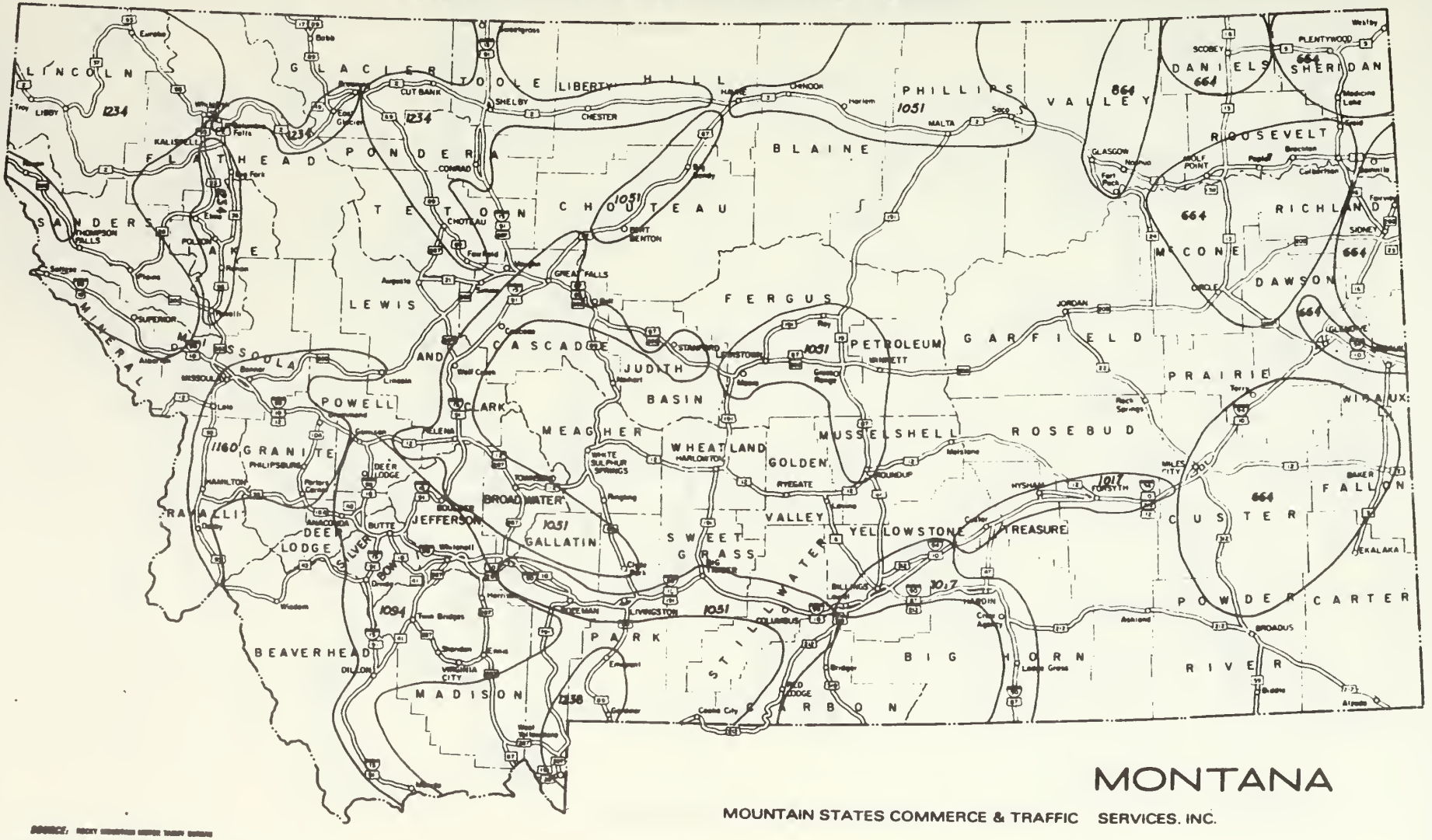
(Points are NOT necessarily arranged in route order.)

POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE	
			0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Ashland	476	1198		2.52
Miles City	515	1105		2.15
Billings	555	1034		1.86
Melstone	643	1190		1.85
Heath	680	1081		1.59
Froid	689	2029		2.94
Bozeman	695	1050		1.51
Moccasin	699	1347		1.51
Medicine Lake	700	2029		2.90
Glasgow	709	1315		1.85
Plentywood	721	2029		2.81
Belt	760	1226		1.61
Scobey	764	2029		2.66
Butte	778	1120		1.44
Great Falls	781	1120		1.43
Helena	781	1120		1.43
Vaughn	794	1226		1.54
Havre	856	1243		1.45
Missoula	891	1230		1.38
Kalispell	1011	1361		1.35
Eureka	1065	1524		1.43

*Does not include all points in the state.

MAP M.1

MONTANA DESTINATION RATE GROUPS: BISMARCK ORIGIN



SOURCE: [illegible]

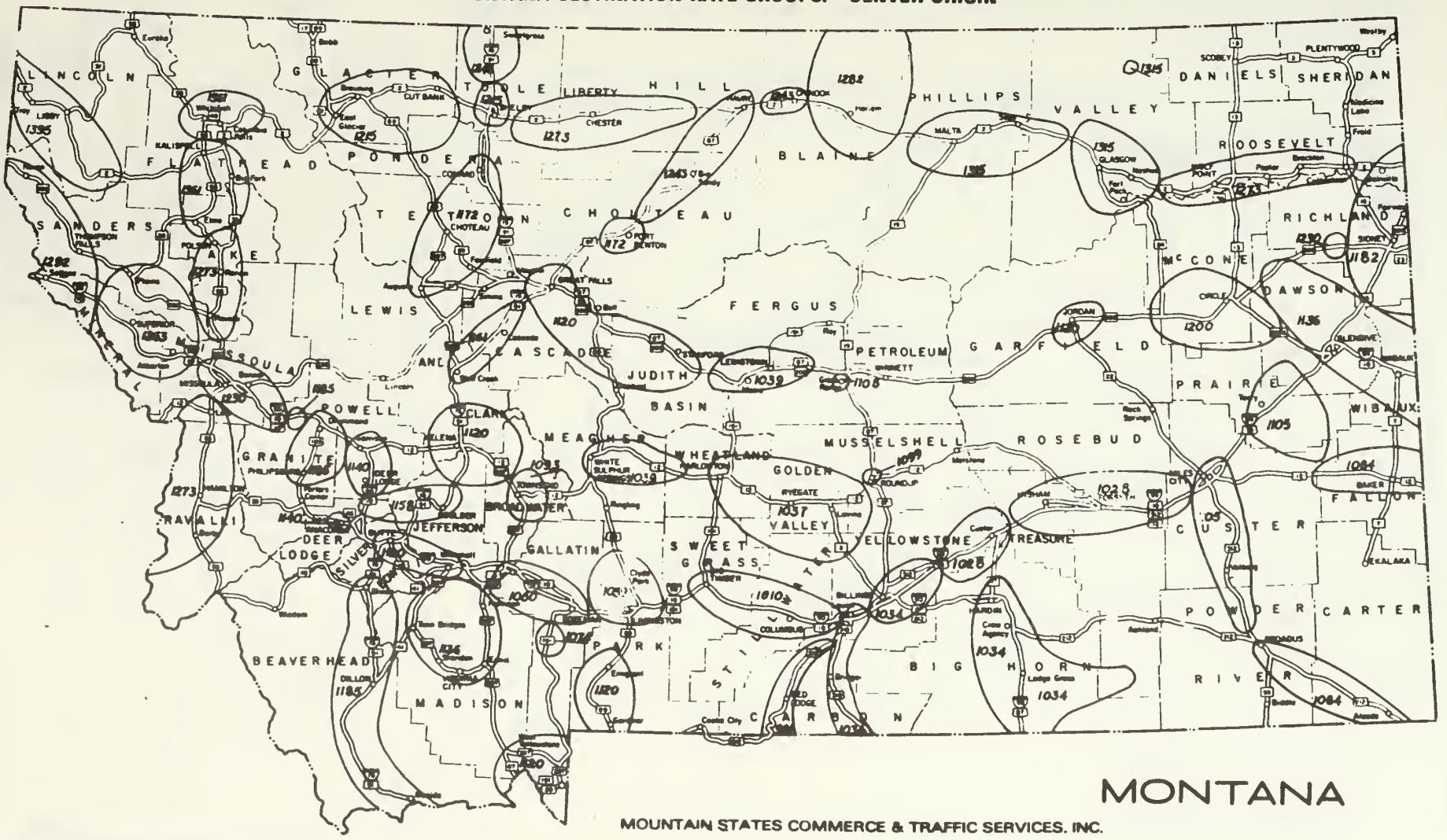
TARIFF ICC [illegible], as in effect on September 1, 1974

RATE SHOWN IS CLASS 100 LESS THAN TRUCKLOAD RATE FROM BISMARCK TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

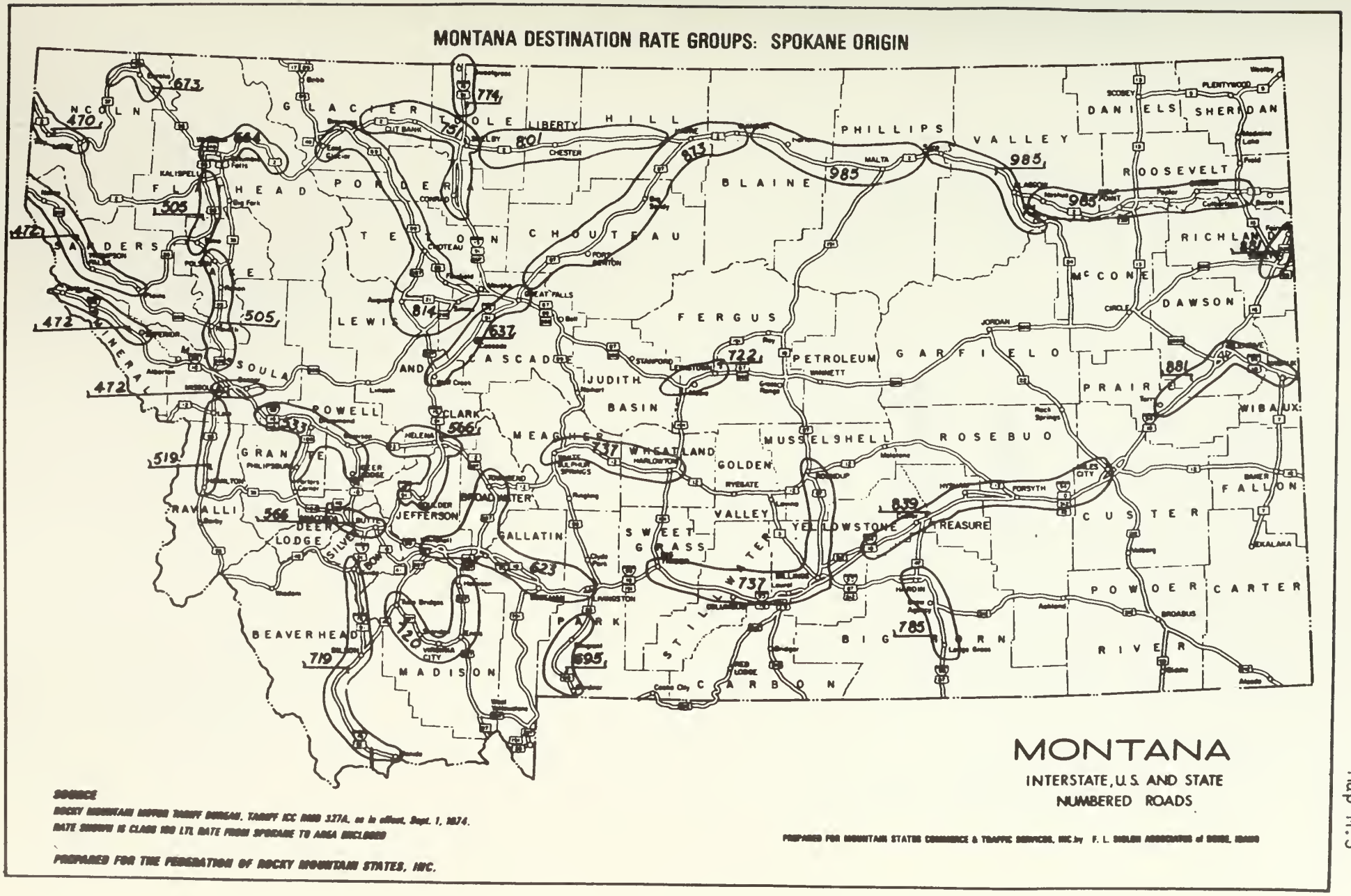
Map M.1

MAP M.2


MONTANA DESTINATION RATE GROUPS: DENVER ORIGIN
LINCOLN
GLACIER
TOOLE
LIBERTY
HILL
PHILLIPS
VALLEY
DANIELS
SHERIDAN
FLATHEAD
PONDERA
BLAINE
ROOSEVELT
SANDERS
TETON
CHOUTEAU
RICHLAND
LAKE
LEWIS
FERGUS
McCONE
DAWSON
MISSOULA
CASCADE
PETROLEUM
GARFIELD
JUDITH
BASIN
POWELL
CLARK
MEAGHER
WHEATLAND
MUSSELSHELL
ROSEBUD
PRAIRIE
WIBAUX
GRANITE
GOLDEN
VALLEY
FALLON
RAVALLI
JEFFERSON
DEER
LODGE
SILVER
GALLATIN
SWEET
GRASS
YELLOWSTONE
TREASURE
CUSTER
PARK
POWDER
CARTER
BEAVERHEAD
MADISON
BIG
HORN
RIVER
CARBON
MONTANA
MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC.

Map M.2

MAP M.3


MONTANA DESTINATION RATE GROUPS: SPOKANE ORIGIN
LINCOLN
GLACIER
TOOLE
LIBERTY
HILL
PHILLIPS
VALLEY
DANIELS
SHERIDAN
ROOSEVELT
RICHLAND
FLATHEAD
POWDER
BLAINE
CHOUTEAU
TETON
LEWIS
AND
CLARK
CASCADE
FERGUS
JUDITH
BASIN
PETROLEUM
GARFIELD
McCONE
DAWSON
PRAIRIE
WIBAUX
POWELL
MEAGHER
WHEATLAND
MUSSELSHELL
ROSEBUD
GOLDEN
VALLEY
GRANITE
RAVALLI
JEFFERSON
BROADWATER
GALLATIN
SWEET
GRASS
YELLOWSTONE
TREASURE
CUSTER
FALLON
DEER
LODGE
SILVER
BOW
PARK
BEAVERHEAD
MADISON
CARBON
BIG
HORN
POWDER
RIVER
CARTER
673
774
470
801
813
985
505
472
814
637
722
881
519
566
737
879
623
785
720
719
695
MONTANA
INTERSTATE, U.S. AND STATE
NUMBERED ROADS
SOURCE
ROCKY MOUNTAIN RATING TARIFF BUREAU, TARIFF ICC RMB 3274, as in effect, Sept. 1, 1974.
RATE SHOWN IS CLASS 100 LTL RATE FROM SPOKANE TO AREA DISCLOSED
PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.
PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by F. L. SHOLEN ASSOCIATES of BOISE, IDAHO

Map M.3

EXHIBIT 5.4

NEBRASKA DATA SET

Alphabetical List of Rate-Group and Non-Rate-Group Points* in the State of NEBRASKA Showing Mileage and Class 100 LTL Rates from CHICAGO

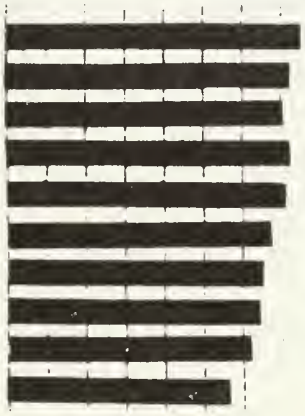
Point or Group	Miles	Rate
Columbus	536	956
Fremont	491	905
Grand Island	596	1012
Hastings	617	1012
Kearney	638	1038
Lincoln	516	916
Norfolk	528	970
North Platte	734	1171
Omaha	459	865
Scottsbluff	910	1287

Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

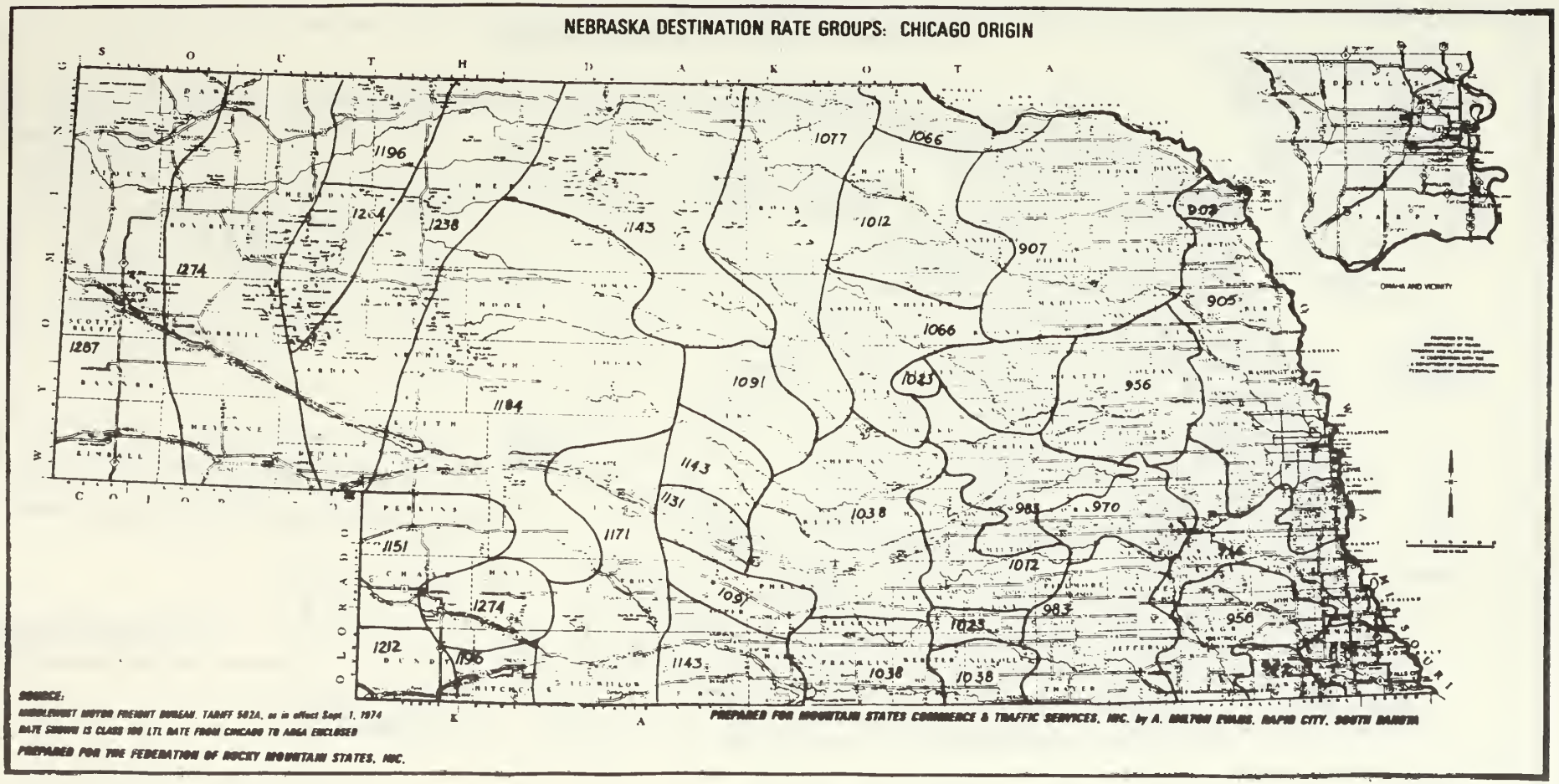
Rate-Group and Non-Rate-Group Points in the State of Nebraska*
Arranged in Order of Mileage from CHICAGO and
Showing Class 100 LTL Rate from CHICAGO
with Bar Chart Comparing Cents per Hundredweight per Mile

(Points are NOT necessarily arranged in route order.)

POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE 0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Omaha	459	865		1.88
Fremont	491	905		1.84
Lincoln	516	916		1.78
Norfolk	528	970		1.84
Columbus	536	956		1.78
Grand Island	596	1012		1.70
Hastings	617	1012		1.64
Kearney	638	1038		1.63
North Platte	734	1171		1.60
Scottsbluff	910	1287		1.41

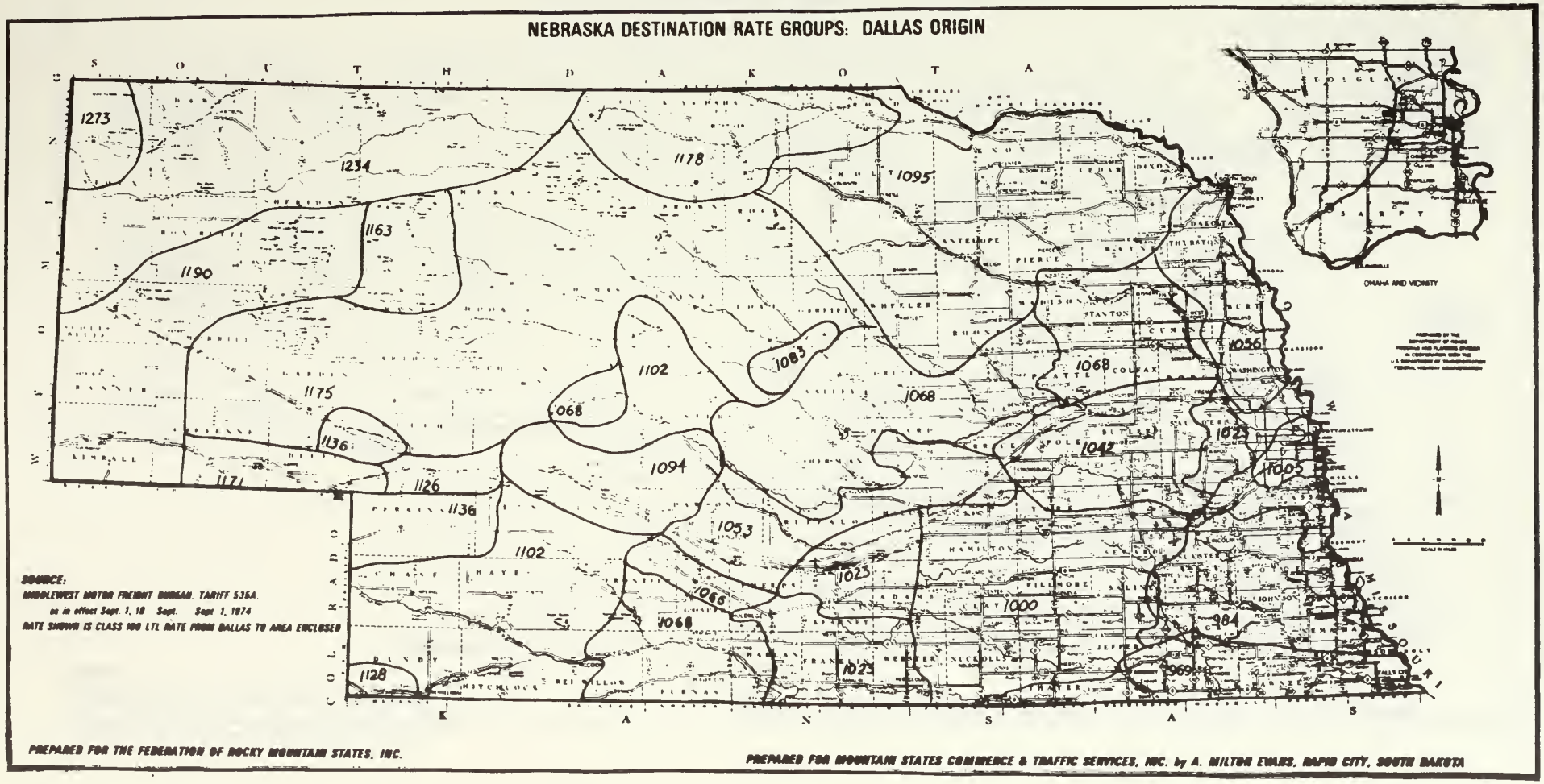
*Does not include all points in the state.

MAP Neb. 1



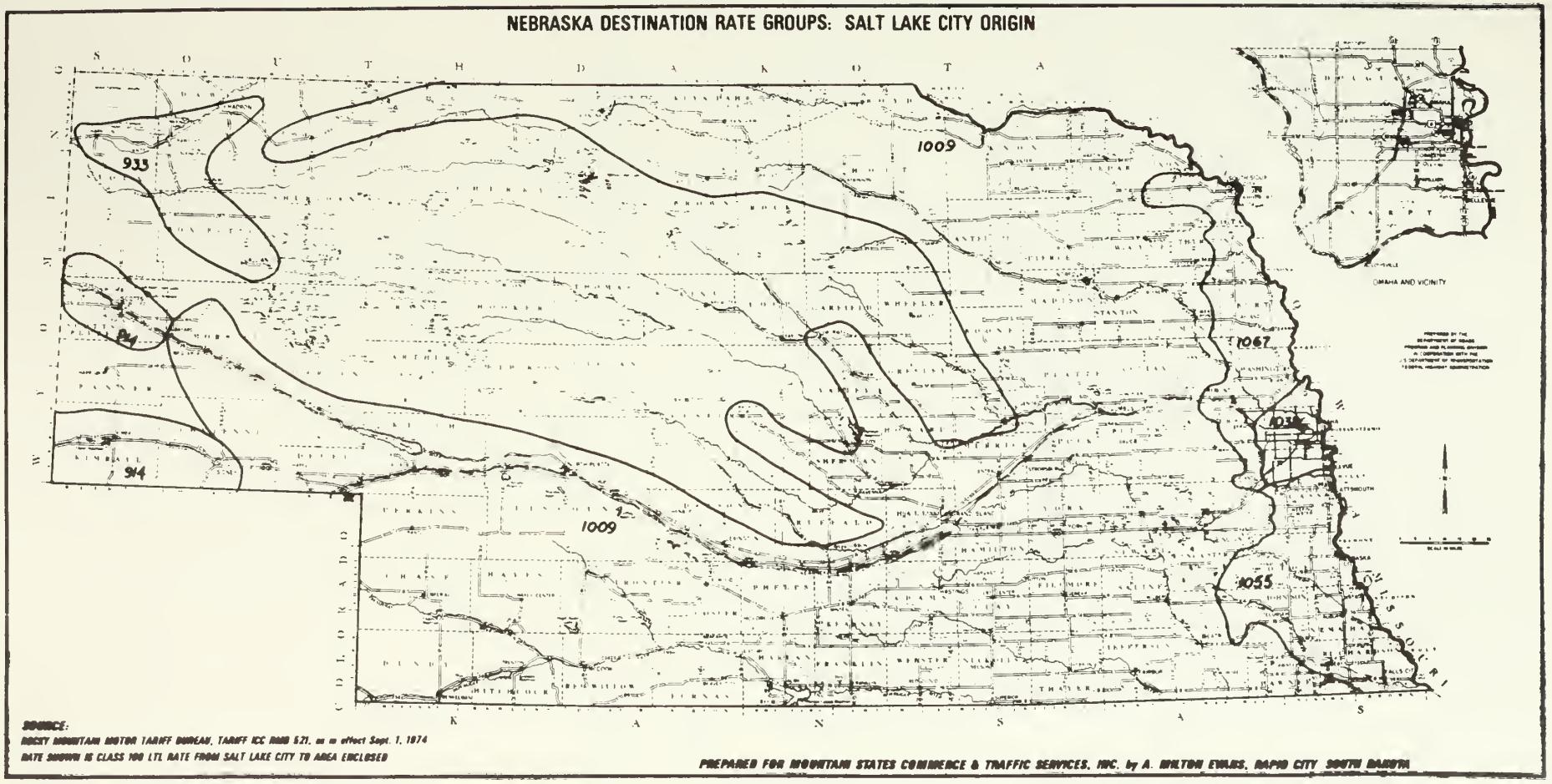
Map Neb. 1

MAP Neb.2



Map Neb.2

MAP Neb. 3


NEBRASKA DESTINATION RATE GROUPS: SALT LAKE CITY ORIGIN
SOUTH DAKOTA
COLORADO
KANSAS
933
914
914
1009
1009
1067
1055
OMAHA AND VICINITY
SOURCE:
ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 521, as in effect Sept. 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM SALT LAKE CITY TO AREA ENCLOSED
PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. WILTON EVANS, RAPID CITY SOUTH DAKOTA

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

Map Neb. 3

EXHIBIT 5.5

NEW MEXICO DATA SET

Class 100 LTL Rates from KANSAS CITY, MISSOURI to Typical Non-Rate-Group Points in the State of NEW MEXICO

Non-Rate-Group Point	Rate from Kansas City to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Ambrosia Lake vicinity	956 to Grant	120 (a) Item 261 MWB 120	1076
Arizona Public Service Commission (near Fruitland)	1008 to Farmington	137 (a) Item 262 MWB 120	1145
Duval Sulphur and Potash Co.	917 to Carlsbad	42 (a) Item 264 MWB 120	959
Los Alamos	928 to Santa Fe	33 (a) Item 267 MWB 120	961
New Mexico State Penitentiary	928 to Santa Fe	49 (a) Item 268 MWB 120	977
White Sands Missile Range Cantonment Area	1008 to Las Cruces	41 (a) Item 270 MWB 120	1049
Other than Cantonment Area	1008 to Las Cruces	197 (a) Item 270 MWB 120	1205

(a)=Arbitrary Class Rate

Alphabetical List of Rate-Group and Non-Rate-Group Points*

in the State of NEW MEXICO

Showing Mileage and Class 100 LTL Rates from KANSAS CITY, MO.

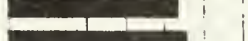
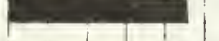
Point or Group	Miles	Rate
Alamogordo	845	928
Albuquerque	782	928
Ambrosia Lake Vicinity	880	1076
Arizona Public Service Commission (near Fruitland)	883	1145
Carlsbad	828	917
Clovis	651	801
Duval Sulphur and Potash Company	853	959
Espanola	755	905
Farmington	868	1008
Gallup	922	996
Hobbs	768	905
Las Cruces	914	1008
Los Alamos	772	961
New Mexico State Penitentiary	763	977
Roswell	762	868
Santa Fe	752	928
White Sands Missile Range		
Cantonment Area	892	1049
Other than Cantonment Area	942	1205

Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

Rate-Group and Non-Rate-Group Points in the State of NEW MEXICO*
Arranged in Order of Mileage from KANSAS CITY and
Showing Class 100 LTL Rate from KANSAS CITY
with Bar Chart Comparing Cents per Hundredweight per Mile

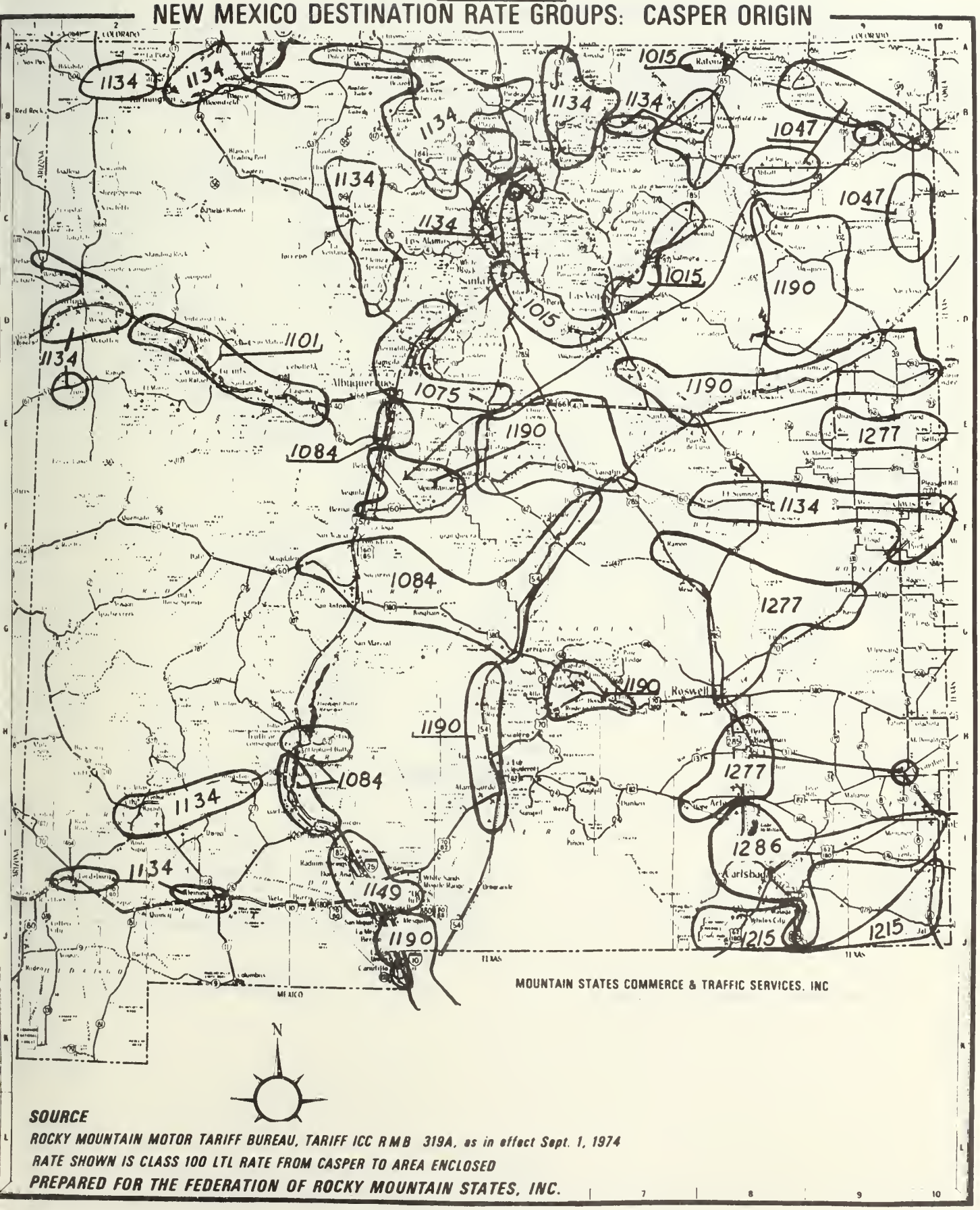
(Points are NOT necessarily arranged in route order.)

POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE	
			0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Clovis	651	801		1.23
Santa Fe	752	928		1.23
Espanola	755	905		1.20
Roswell	762	868		1.14
New Mexico State Penitentiary	763	977		1.28
Hobbs	768	905		1.18
Los Alamos	772	961		1.24
Albuquerque	782	928		1.19
Carlsbad	828	917		1.11
Alamogordo	845	928		1.10
Duval Sulphur and Potash Company	853	959		1.12
Farmington	868	1008		1.16
Ambrosia Lake Vicinity	880	1076		1.22
Arizona Public Service Commission(near Fruitland)	883	1145		1.30
White Sands Missile Range (Cantonment Area)	892	1049		1.18
Las Cruces	914	1008		1.10
Gallup	922	996		1.08
White Sands Missile Range - Other than Cantonment Area	942	1205		1.28

*Does not include all points in the state.

MAP NM.1

NEW MEXICO DESTINATION RATE GROUPS: CASPER ORIGIN



SOURCE

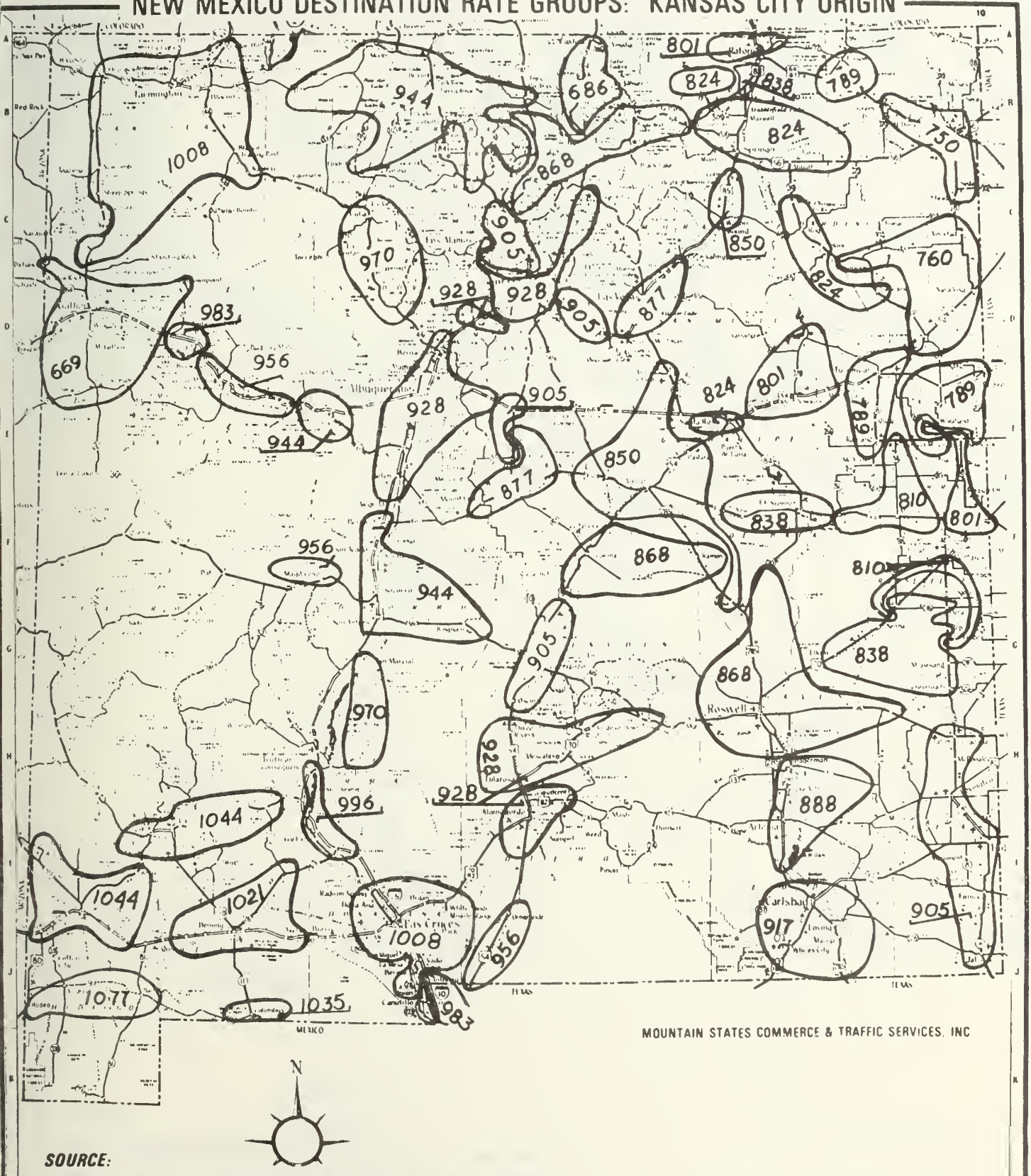
ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 319A, as in effect Sept. 1, 1974

RATE SHOWN IS CLASS 100 LTL RATE FROM CASPER TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

MAP NM. 2

NEW MEXICO DESTINATION RATE GROUPS: KANSAS CITY ORIGIN



MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC

N

SOURCE:

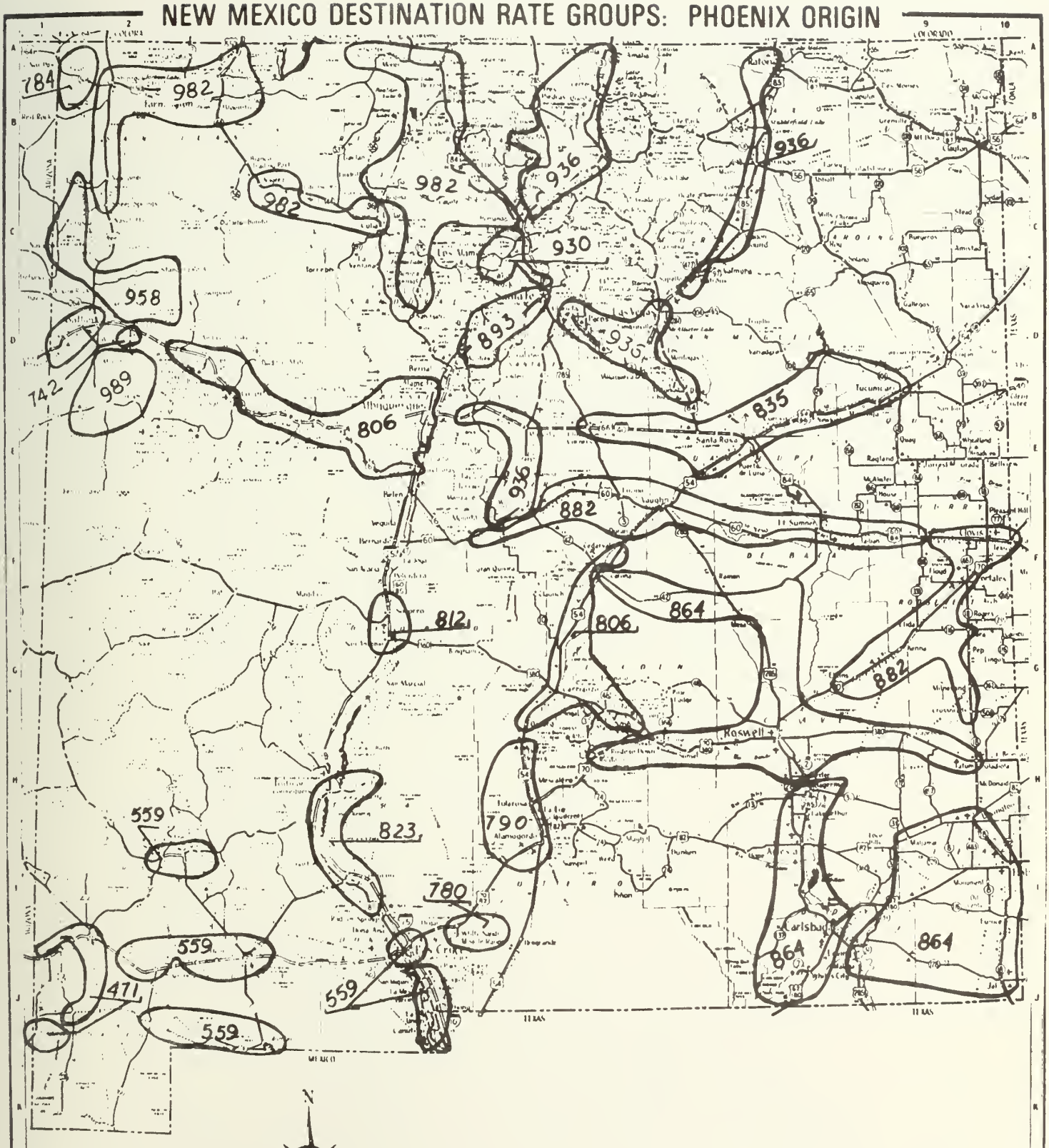
MIDDLEWEST MOTOR FREIGHT BUREAU, TARIFF 540, as in effect Sept. 1, 1974

RATE SHOWN IS CLASS 100 LTL RATE FROM KANSAS CITY TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

MAP NM.3

NEW MEXICO DESTINATION RATE GROUPS: PHOENIX ORIGIN



SOURCE:

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF 301, as in effect Sept. 1, 1974

RATE SHOWN IS CLASS 100 LTL RATE FROM PHOENIX TO AREA ENCLOSED

MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC.

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC

EXHIBIT 5.6

NORTH DAKOTA DATA SET

Class 100 LTL Rates from MINNEAPOLIS, MINNESOTA to Typical Non-Rate-Group Points in the State of NORTH DAKOTA

Non-Rate-Group Point	Rate from Minneapolis to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Bergen	936 to Minot	34 (a) Item 300 MWB 120	970
Buford	1066 to Williston	34 (a) Item 300 MWB 120	1100
Crary	827 to Devils Lake	34 (a) Item 300 MWB 120	861
Lefor	1038 to Dickinson	34 (a) Item 300 MWB 120	1072
Nekoma	881 to Langdon	34 (a) Item 300 MWB 120	915

(a)=Arbitrary Class Rate

Alphabetical List of Rate-Group and Non-Rate-Group Points* in the State of NORTH DAKOTA Showing Mileage and Class 100 LTL Rates from MINNEAPOLIS

Point or Group	Miles	Rate
Bergen	464	970
Bismarck	429	916
Buford	663	1100
Crary	394	861
Devil's Lake	404	827
Dickinson	530	1038
Fargo	236	615
Grand Forks	314	669
Jamestown	330	797
Langdon	428	915
Lefor	525	1072
Mandan	435	916
Minot	499	1030
Nekoma	416	915
Williston	628	1066

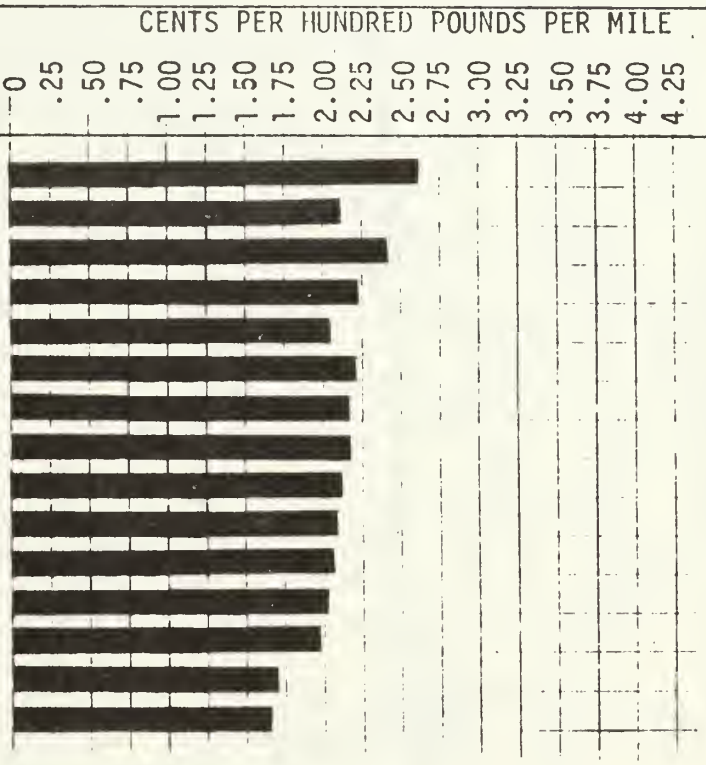
Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

Rate-Group and Non-Rate-Group Points in the State of NORTH DAKOTA*
Arranged in Order of Mileage from MINNEAPOLIS and
Showing Class 100 LTL Rate from MINNEAPOLIS
with Bar Chart Comparing Cents per Hundredweight per Mile

(Points are NOT necessarily arranged in route order.)

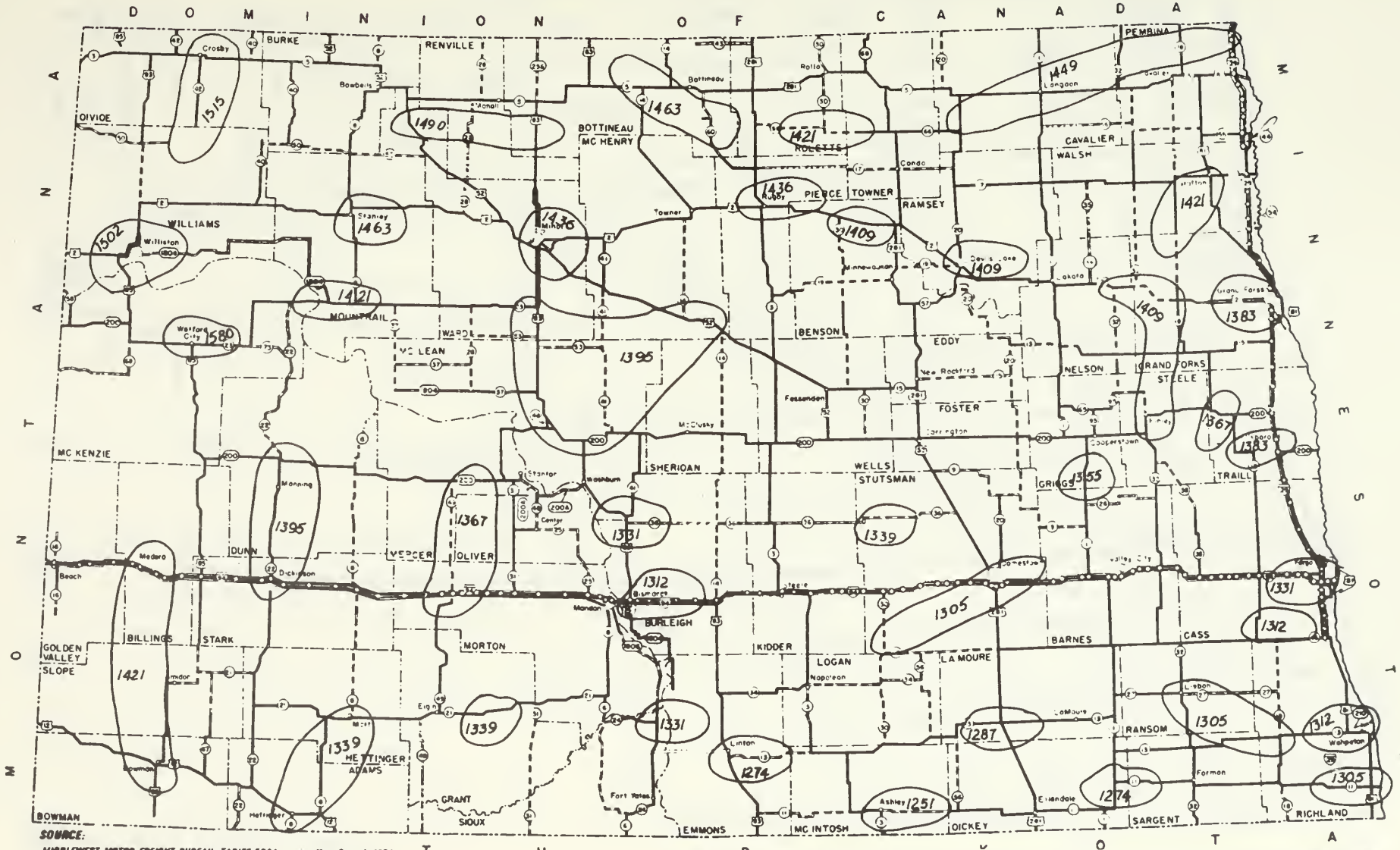
POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE
Fargo	236	615	2.60
Grand Forks	314	669	2.13
Jamestown	330	797	2.42
Crary	394	861	2.19
Devil's Lake	404	827	2.05
Nekoma	416	915	2.20
Langdon	428	915	2.14
Bismarck	429	916	2.14
Mandan	435	916	2.11
Bergen	464	970	2.09
Minot	499	1030	2.06
Lefor	525	1072	2.04
Dickinson	530	1038	1.96
Williston	628	1066	1.70
Buford	663	1100	1.66



*Does not include all points in the state.

MAP ND.1

NORTH DAKOTA DESTINATION RATE GROUPS: DENVER ORIGIN



SOURCE:
MIDDLEWEST MOTOR FREIGHT BUREAU, TARIFF 502A, as in effect Sept. 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM DENVER TO AREA ENCLOSED

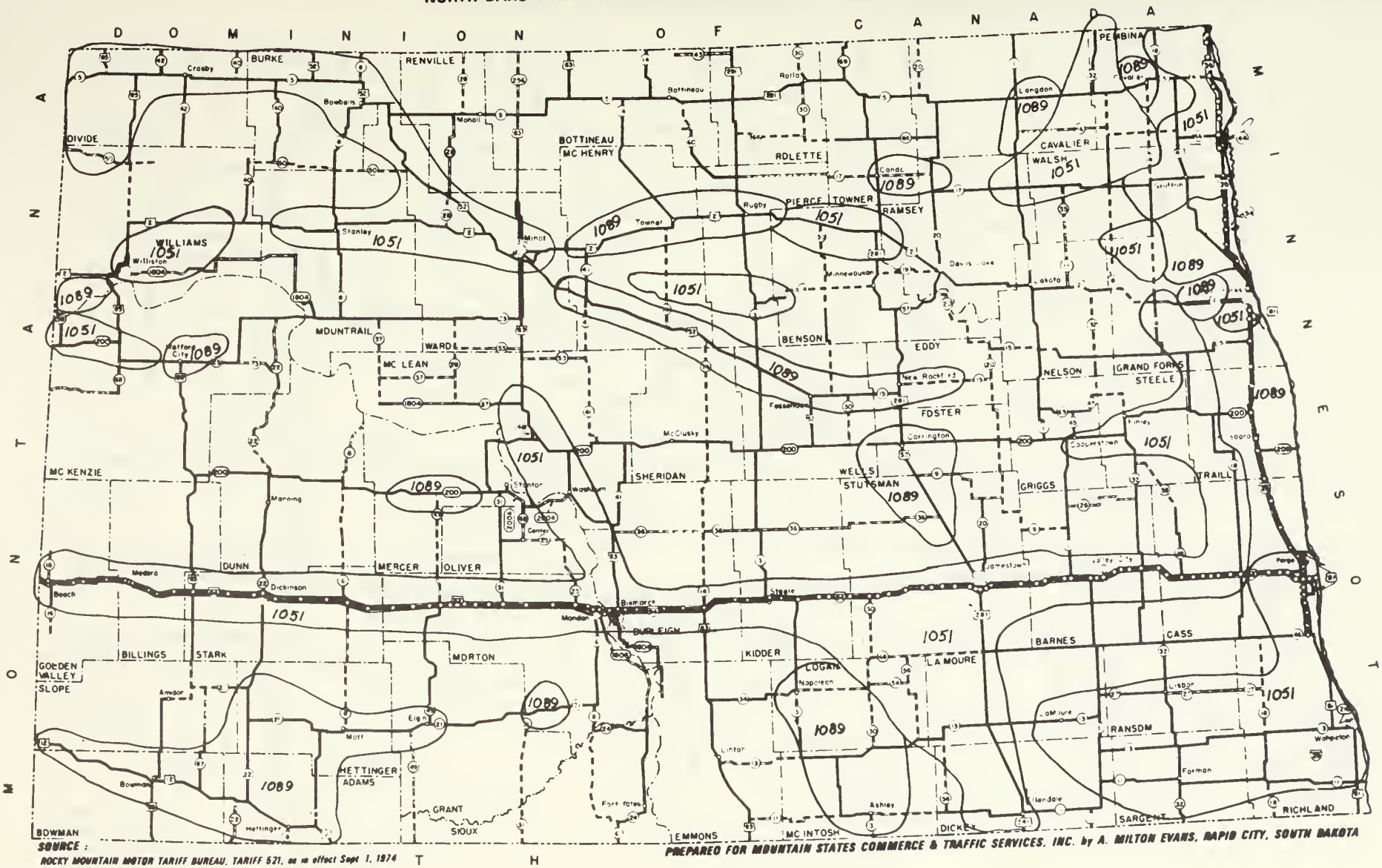
PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. MILTON EVANS, RAPID CITY, SOUTH DAKOTA

Map ND.1

MAP N D.2

NORTH DAKOTA DESTINATION RATE GROUPS: GREAT FALLS ORIGIN



SOURCE :
ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF 521, as in effect Sept 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM GREAT FALLS TO AREA ENCLOSED

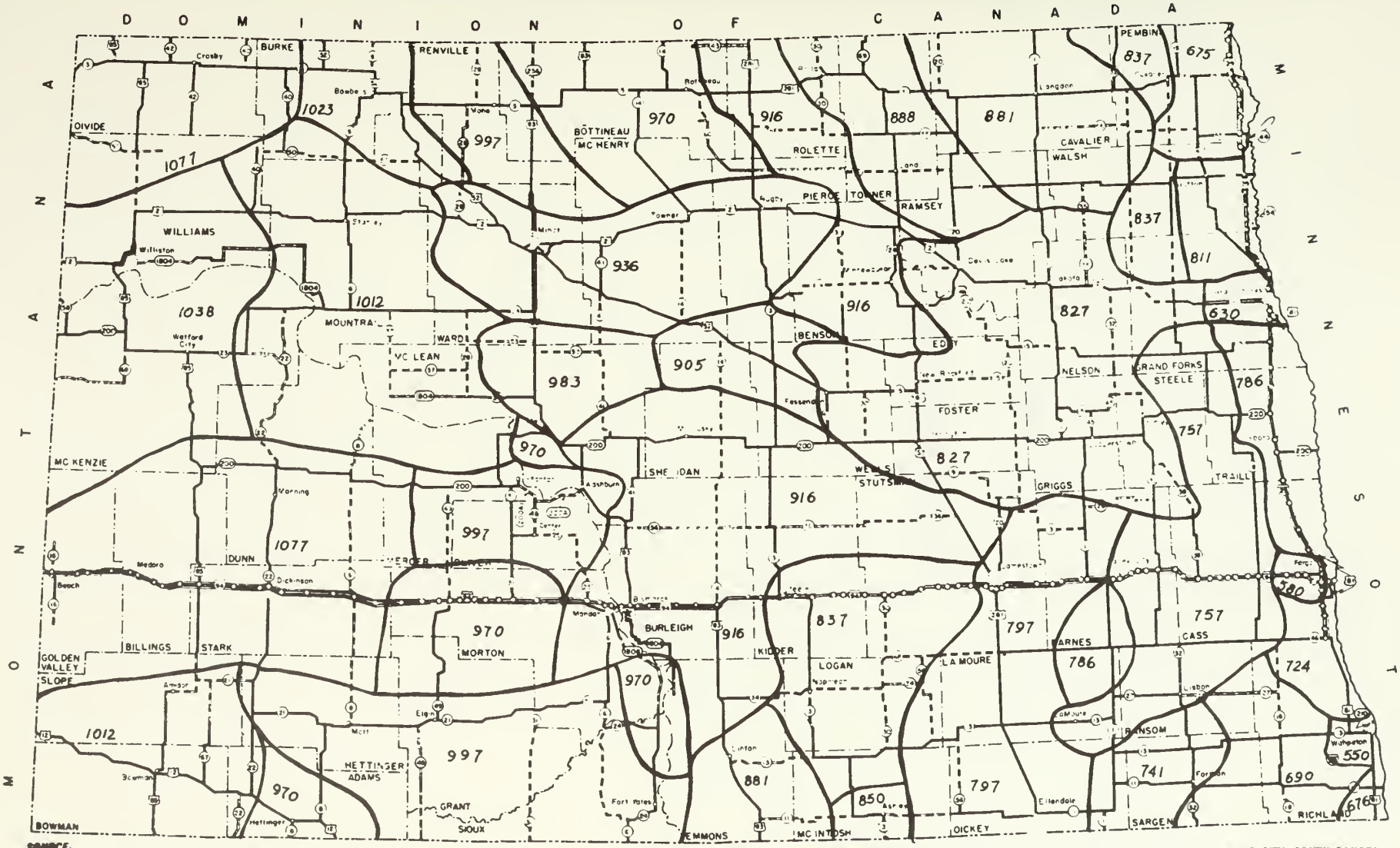
PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. MILTON EVANS, RAPID CITY, SOUTH DAKOTA

Map ND.2

MAP ND.3

NORTH DAKOTA DESTINATION RATE GROUPS: MINNEAPOLIS ORIGIN



SOURCE:
MIDDLEWEST MOTOR FREIGHT BUREAU, TARIFF 306 and TARIFF 502A, as in effect Sept. 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM MINNEAPOLIS TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. MILTON EVANS EVANS, RAPID CITY, SOUTH DAKOTA

Map ND.3

EXHIBIT 5.7

SOUTH DAKOTA DATA SET

Class 100 LTL Rates from MINNEAPOLIS, MINNESOTA

to Typical Non-Rate-Group Points

in the State of SOUTH DAKOTA

Non-Rate-Group Point	Rate from Minneapolis to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Alexandria	757 to Mitchell	46 (a) Item 332 MWB 120	803
Black Hawk	1045 to Rapid City	46 (a) Item 332 MWB 120	1091
Bruce	687 to Brookings	46 (a) Item 332 MWB 120	733
Canton	693 to Sioux Falls	46 (a) Item 332 MWB 120	739
Enning	1102 to Deadwood	46 (a) Item 332 MWB 120	1148
Warner	741 to Aberdeen	46 (a) Item 332 MWB 120	787

(a)=Arbitrary Class Rate

Alphabetical List of Rate-Group and Non-Rate-Group Points*

in the State of SOUTH DAKOTA

Showing Mileage and Class 100 LTL Rates from Minneapolis

Point or Group	Miles	Rate
Aberdeen	280	741
Alexandria	290	803
Black Hawk	571	1091
Brookings	204	687
Bruce	216	733
Canton	256	739
Enning	522	1148
Huron	278	757
Lead	586	1102
Mitchell	299	757
Pierre	394	888
Rapid City	565	1045
Sioux Falls	234	693
Warner	288	787
Watertown	204	687
Yankton	311	741

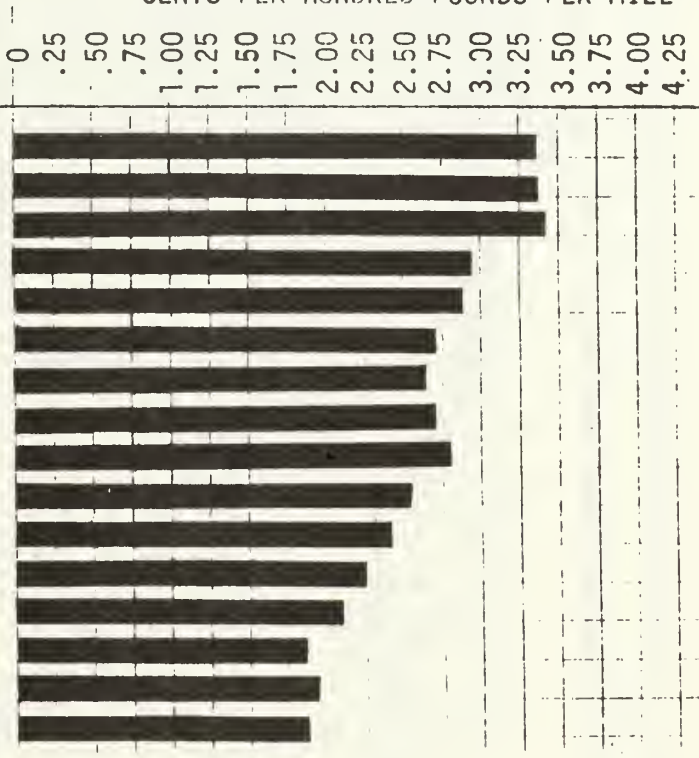
Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

Rate-Group and Non-Rate Group Points in the State of SOUTH DAKOTA*
Arranged in Order of Mileage from MINNEAPOLIS and
Showing Class 100 LTL Rate from MINNEAPOLIS
with Bar Chart Comparing Cents per Hundredweight per Mile

(Points are NOT necessarily arranged in route order.)

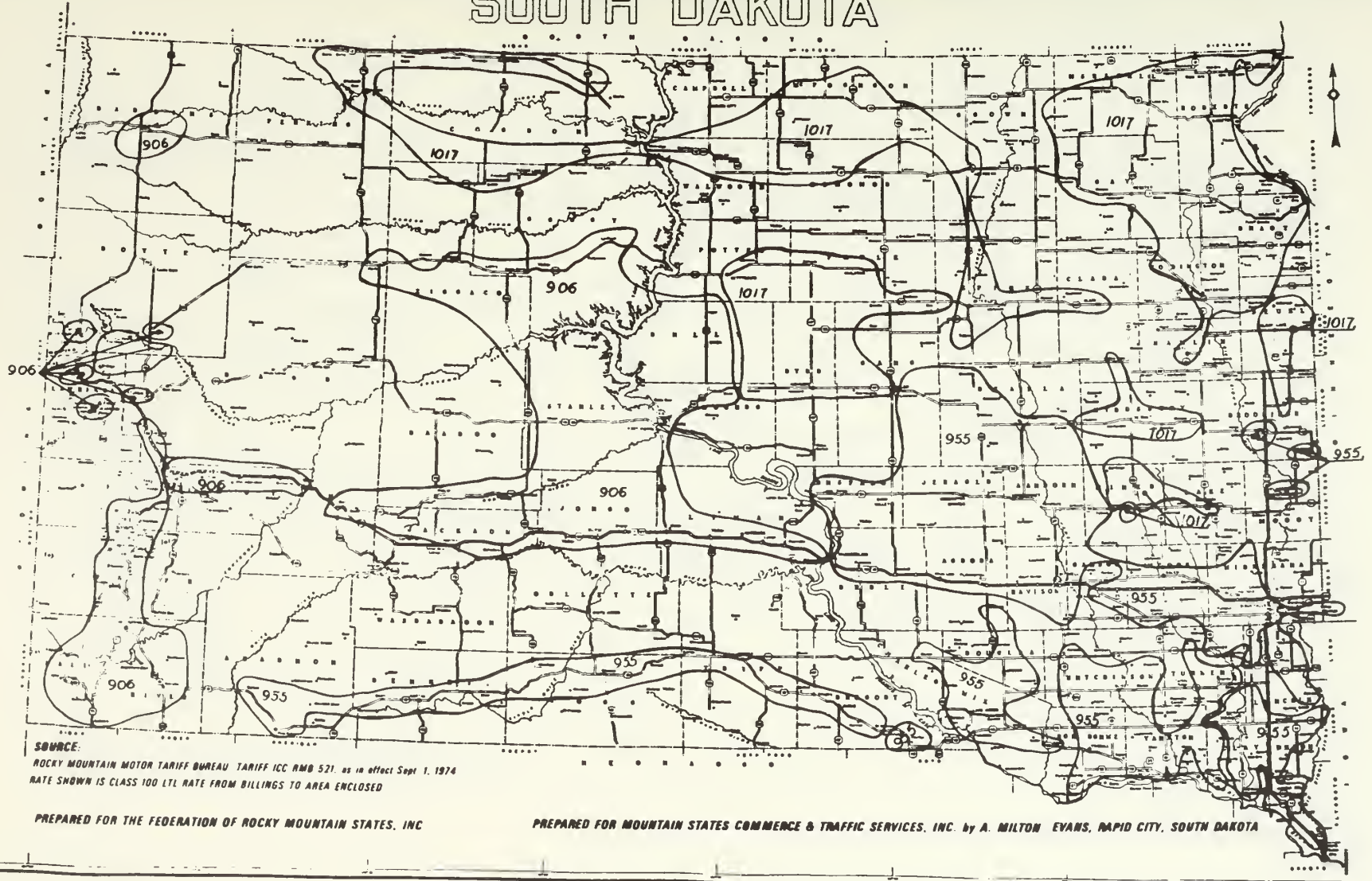
POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE
Brookings	204	687	3.37
Watertown	204	687	3.37
Bruce	216	733	3.39
Sioux Falls	234	693	2.96
Canton	256	739	2.89
Huron	278	757	2.72
Aberdeen	280	741	2.65
Warner	288	787	2.73
Alexandria	290	803	2.77
Mitchell	299	757	2.53
Yankton	311	741	2.39
Pierre	394	888	2.25
Enning	522	1148	2.20
Rapid City	565	1045	1.85
Black Hawk	571	1091	1.91
Lead	586	1102	1.88



*Does not include all points in the state.

MAP SD.1

SOUTH DAKOTA DESTINATION RATE GROUPS: BILLINGS ORIGIN



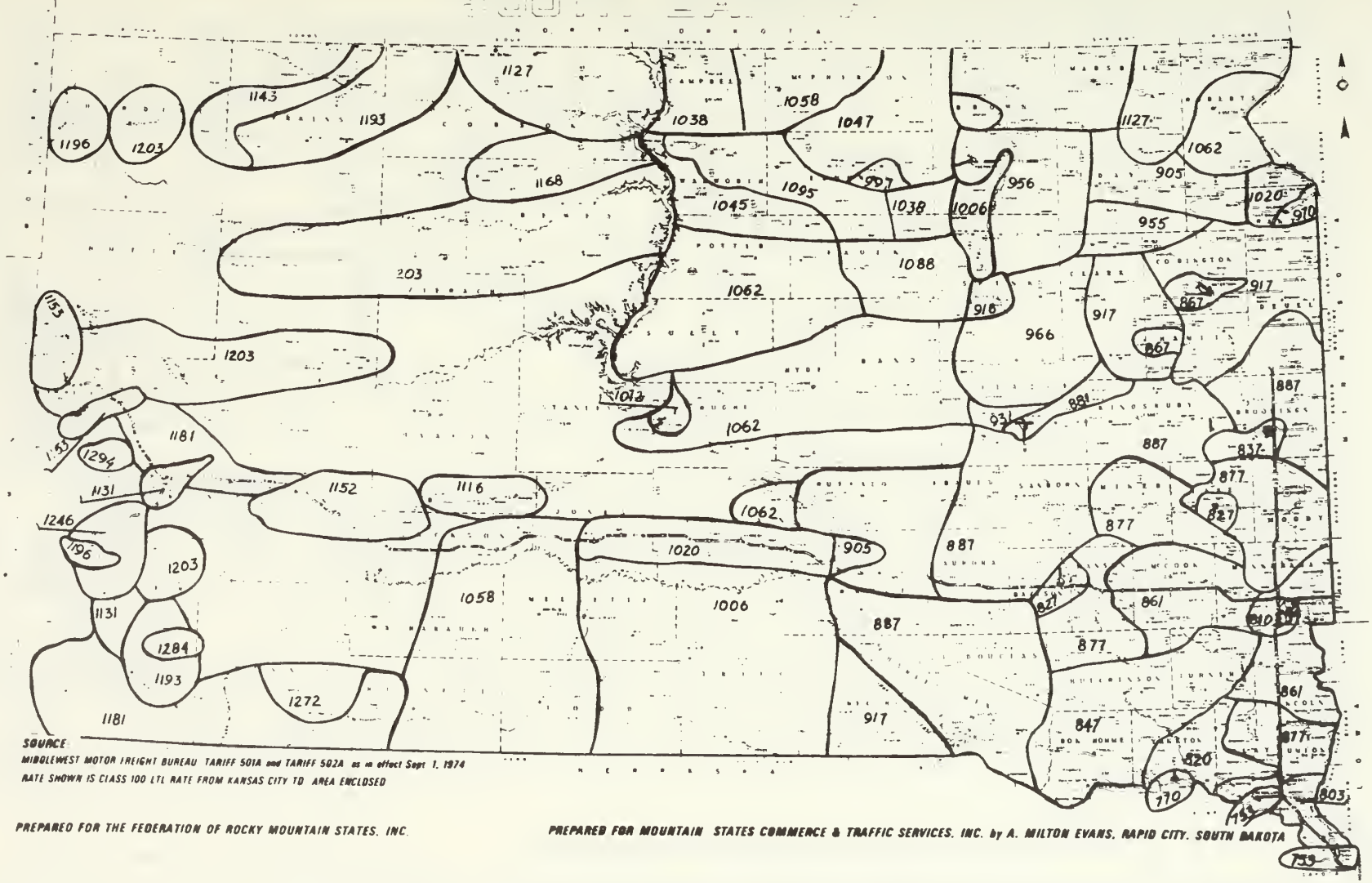
SOURCE:
ROCKY MOUNTAIN MOTOR TARIFF BUREAU TARIFF ICC RMB 521, as in effect Sept 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM BILLINGS TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. MILTON EVANS, RAPID CITY, SOUTH DAKOTA

MAP SD.2

SOUTH DAKOTA DESTINATION RATE GROUPS: KANSAS CITY ORIGIN



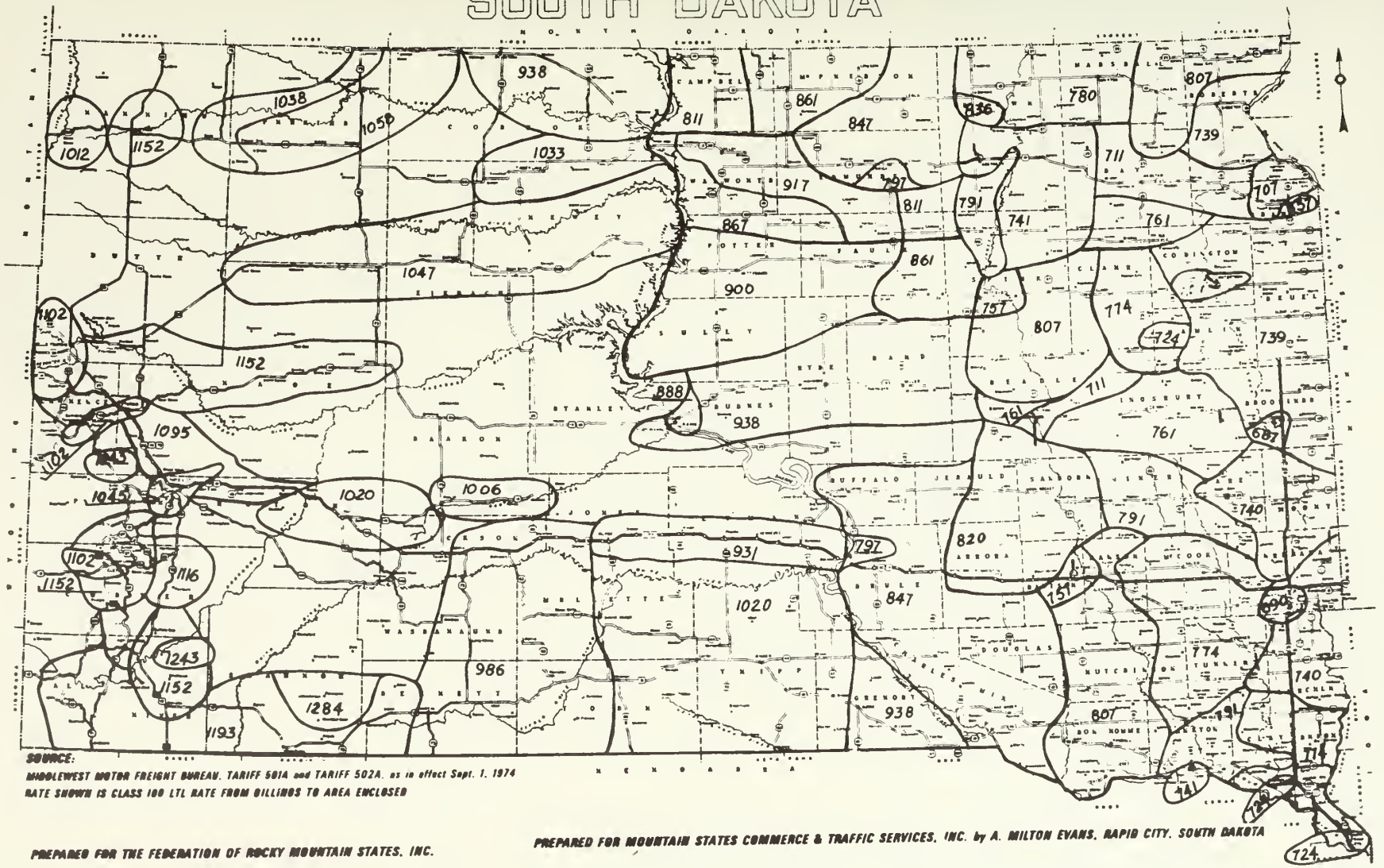
SOURCE
MIDDLEWEST MOTOR FREIGHT BUREAU TARIFF 501A and TARIFF 502A as in effect Sept 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM KANSAS CITY TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. MILTON EVANS, RAPID CITY, SOUTH DAKOTA

MAP SD.3

SOUTH DAKOTA DESTINATION RATE GROUPS: MINNEAPOLIS ORIGIN



SOURCE:
MIDDLEWEST MOTOR FREIGHT BUREAU, TARIFF 501A and TARIFF 502A, as in effect Sept. 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM CHICAGO TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by A. MILTON EVANS, RAPID CITY, SOUTH DAKOTA

MAP SD.3

EXHIBIT 5.8

UTAH DATA SET

Class 100 LTL Rates from SAN FRANCISCO, CALIFORNIA to Typical Non-Rate-Group Points in the State of UTAH

Non-Rate-Group Point	Rate from San Francisco to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Blanding	1166 to Monticello	140 (a) Item 1510 RMB 330-A	1306
Bonanza	896 to Salt Lake City	527 (a) Item 1570 RMB 330-A	1423
Circleville	1172 to Richfield	234 (a) Item 1690 RMB 330-A	1406
Delta	896 to Salt Lake City	247 (a) Item 1510 RMB 330-A	1143
Duchesne	896 to Salt Lake City	403 (a) Item 1560 RMB 330-A	1299
Kanab	1172 to Richfield	234 (f) Item 1690 RMB 330-A	1406
Marysvale	1172 to Richfield	234 (f) Item 1690 RMB 330-A	1406
Mexican Hat	1166 to Monticello	211 (f) Item 1520 RMB 330-A	1377
Tooele	896 to Salt Lake City	191 (a) Item 1590 RMB 330-A	1087
Vernal	896 to Salt Lake City	403 (a) Item 1560 RMB 330-A	1299
Wendover	808	RMB 330-A	808

(a)=Arbitrary Class Rate (f)=Flat Arbitrary

Alphabetical List of Rate-Group and Non-Rate-Group Points*

in the State of Utah

Showing Mileage and Class 100 LTL Rates from SAN FRANCISCO

Point or Group	Miles	Rate
Blanding	1005	1306
Bonanza	968	1423
Circleville	807	1406
Delta	697	1143
Duchesne	902	1299
Kanab	778	1406
Logan	790	934
Marysville	817	1406
Mexican Hat	1077	1377
Moab	927	1129
Nephi	748	1102
Price	851	1085
Richfield	787	1172
St. George	696	1172
Salt Lake City	752	896
Tooele	736	1087
Vernal	923	1299
Wendover	638	808

Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

Rate-Group and Non-Rate-Group Points in the State of UTAH*
Arranged in order of Mileage from SAN FRANCISCO and
Showing Class 100 LTL Rate from SAN FRANCISCO
with Bar Chart Comparing Cents per Hundredweight per Mile

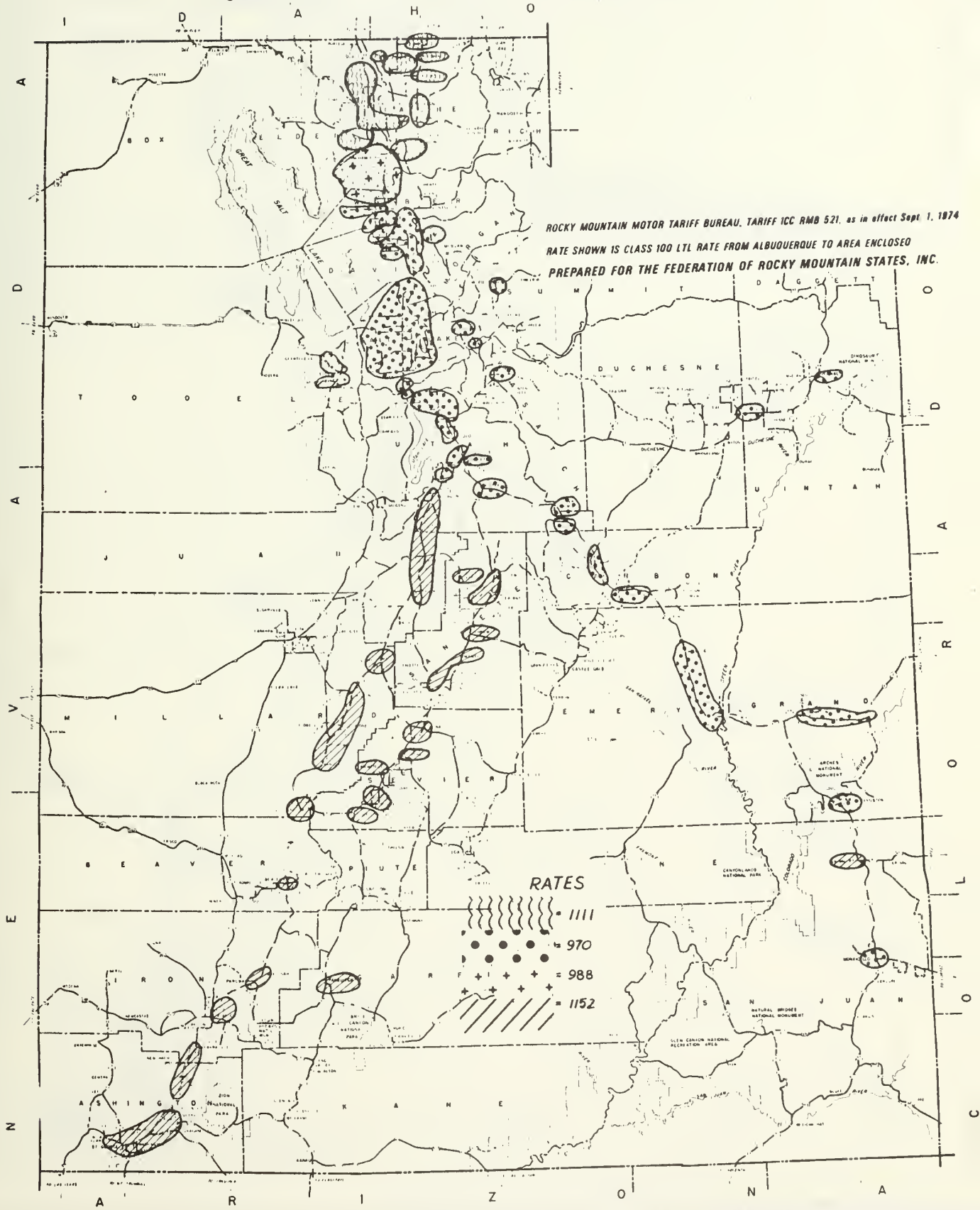
(Points are NOT necessarily arranged in route order.)

POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE	
			0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Wendover	638	808		1.27
St. George	696	1172		1.68
Delta	697	1143		1.64
Tooele	736	1087		1.48
Nephi	748	1102		1.47
Salt Lake City	752	896		1.19
Kanab	778	1406		1.81
Richfield	787	1172		1.49
Logan	790	934		1.18
Circleville	807	1406		1.74
Marysvale	817	1406		1.72
Price	851	1085		1.27
Duchesne	902	1299		1.44
Vernal	923	1299		1.41
Moab	927	1129		1.22
Bonanza	968	1423		1.47
Blanding	1005	1306		1.30
Mexican Hat	1077	1377		1.28

*Does not include all points in the state.

MAP U.1

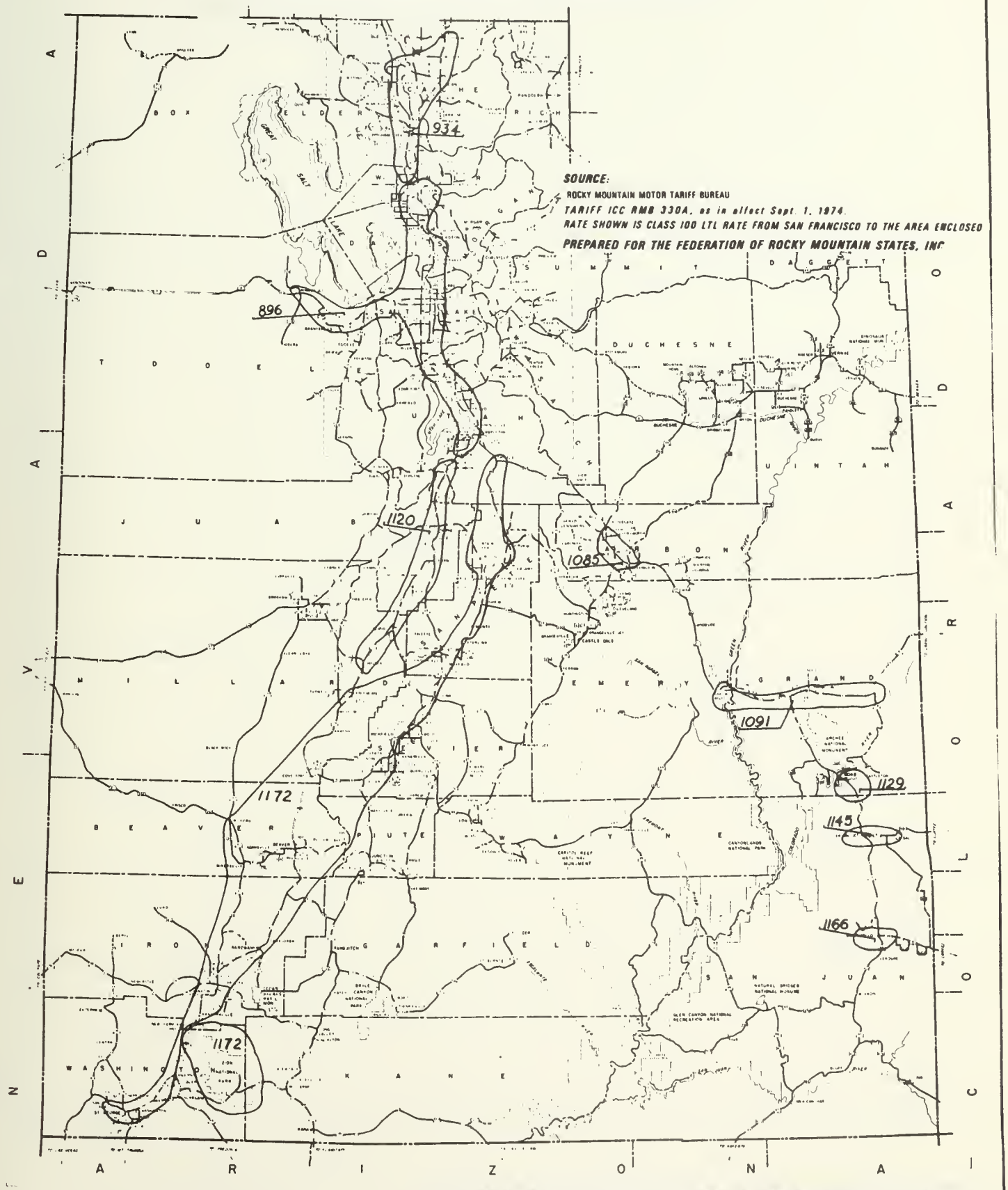
UTAH DESTINATION RATE GROUPS: ALBUQUERQUE ORIGIN


ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 521, as in effect Sept. 1, 1974
RATE SHOWN IS CLASS 100 LTL RATE FROM ALBUQUERQUE TO AREA ENCLOSED
PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.
RATES
= 1111
= 970
= 988
= 1152

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC. by INTERMOUNTAIN TRAFFIC SERVICE of SALT LAKE CITY, UTAH

MAP U.2

UTAH DESTINATION RATE GROUPS: SAN FRANCISCO ORIGIN



SOURCE:

ROCKY MOUNTAIN MOTOR TARIFF BUREAU

TARIFF ICC RMB 330A, as in effect Sept. 1, 1974.

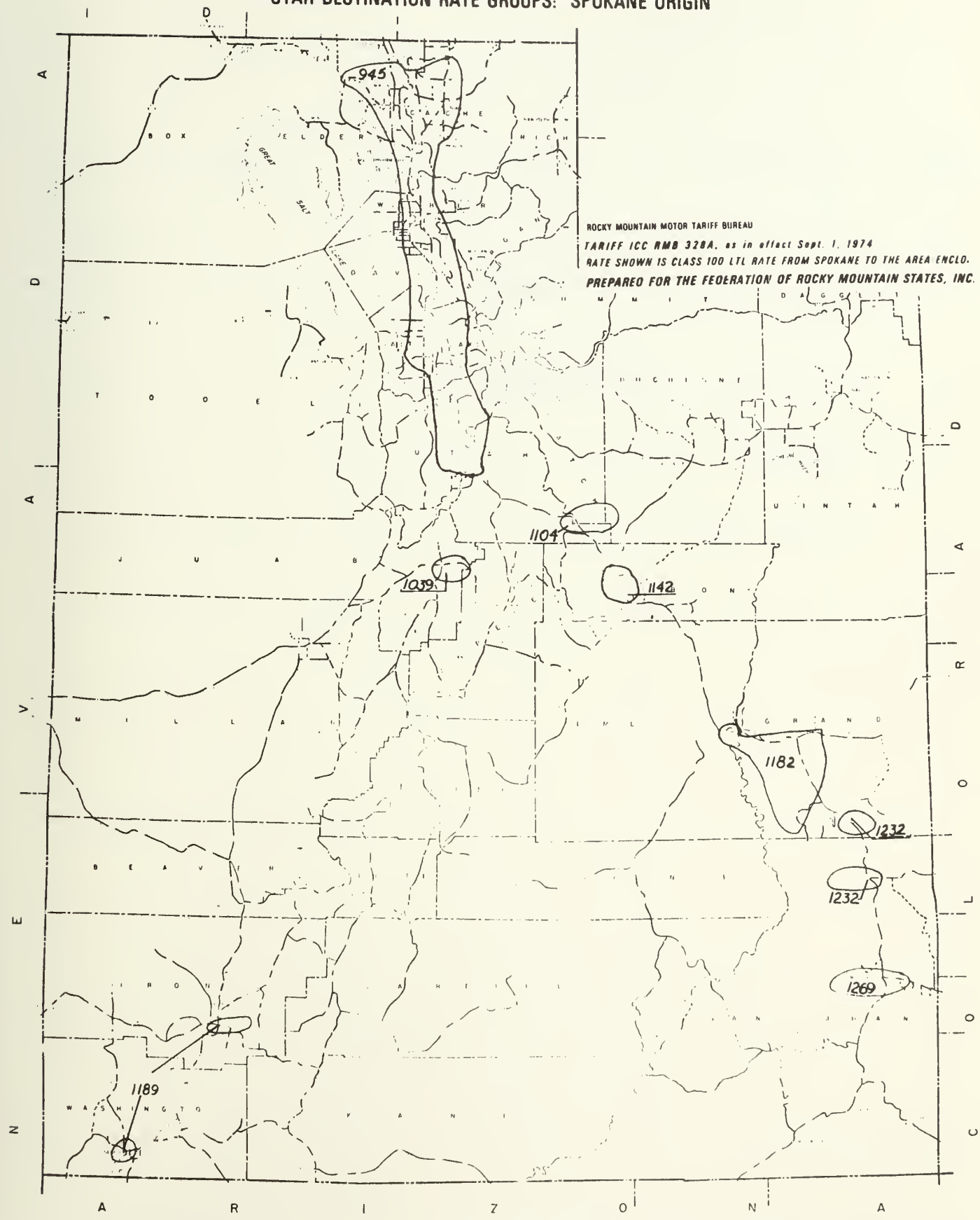
RATE SHOWN IS CLASS 100 LTL RATE FROM SAN FRANCISCO TO THE AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC

PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC by INTERMOUNTAIN TRAFFIC SERVICE of SALT LAKE CITY, UTAH

MAP U.3

UTAH DESTINATION RATE GROUPS: SPOKANE ORIGIN



PREPARED FOR MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES INC by INTERMOUNTAIN TRAFFIC SERVICE of SALT LAKE CITY, UTAH

EXHIBIT 5.9

WYOMING DATA SET

Class 100 LTL Rates from DENVER, COLORADO to Typical Non-Rate-Group Points in the State of WYOMING

Non-Rate-Group Point	Rate from Denver to Point or Rate Group Shown	Plus Rate Shown to Destination	Total Rate
Amax	989 to Gillette	122 (f) Item 1430 RMB 304-A	1111
Arvada	866 to Sheridan	167 (f) Item 1470 RMB 304-A	1033
Dwyer	530 to Wheatland	113 (f) Item 1700 RMB 304-A	643
Hartville	578 to Guernsey	117 (f) Item 1580 RMB 304-A	695
Lagrange	530 to Torrington	113 (f) Item 1700 RMB 304-A	643

(f)=Flat Arbitrary

Alphabetical List of Rate-Group and Non-Rate Group Points*

in the State of WYOMING

Showing Mileage and Class 100 LTL Rates from Denver

Point or Group	Miles	Rate
Amax	360	1111
Arvada	389	1033
Casper	275	578
Cheyenne	100	403
Cody	489	1034
Dwyer	198	643
Gillette	342	989
Hartville	216	695
Jackson	515	1069
Lagrange	160	643
Laramie	129	518
Newcastle	320	842
Rawlins	230	680
Riverton	381	820
Rock Springs	338	832
Sheridan	424	866

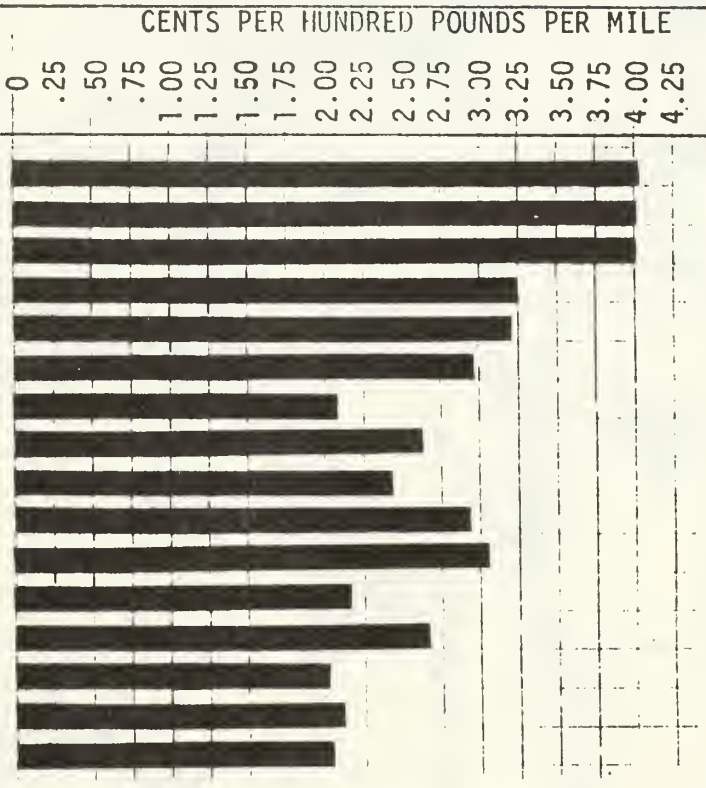
Source of Mileage: Mileage Guide No. 10, Arlington, Va.: Household Goods Carriers' Bureau, 1973. Mileage is the shortest main highway mileage between the points and does not necessarily reflect the authorized routes of certificated carriers.

*Does not include all points in the state.

Rate-Group and Non-Rate-Group Points in the State of WYOMING*
Arranged in Order of Mileage from DENVER and
Showing Class 100 LTL Rate from DENVER
with Bar Chart Comparing Cents per Hundredweight per Mile

(Points are NOT necessarily arranged in route order.)

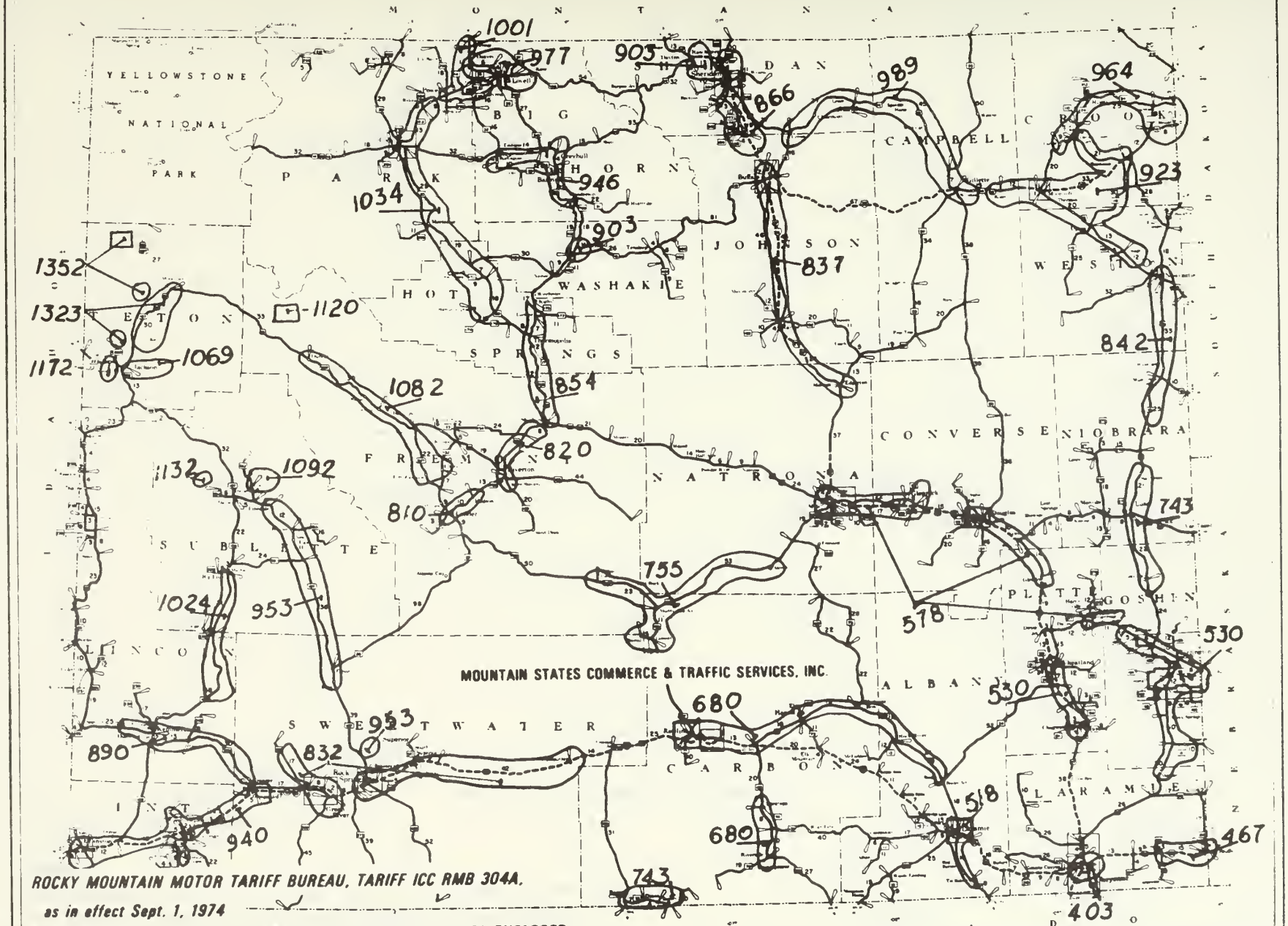
POINT OR GROUP	MILES	RATE	CENTS PER HUNDRED POUNDS PER MILE
Cheyenne	100	403	4.03
Laramie	129	518	4.02
Lagrange	160	643	4.02
Dwyer	198	643	3.25
Hartville	216	695	3.22
Rawlins	230	680	2.96
Casper	275	578	2.10
Newcastle	320	842	2.63
Rock Springs	338	832	2.46
Gillette	342	989	2.89
Amax	360	1111	3.09
Riverton	381	820	2.15
Arvada	389	1033	2.66
Sheridan	424	866	2.04
Cody	489	1034	2.11
Jackson	515	1069	2.08



*Does not include all points in the state.

MAP W.1

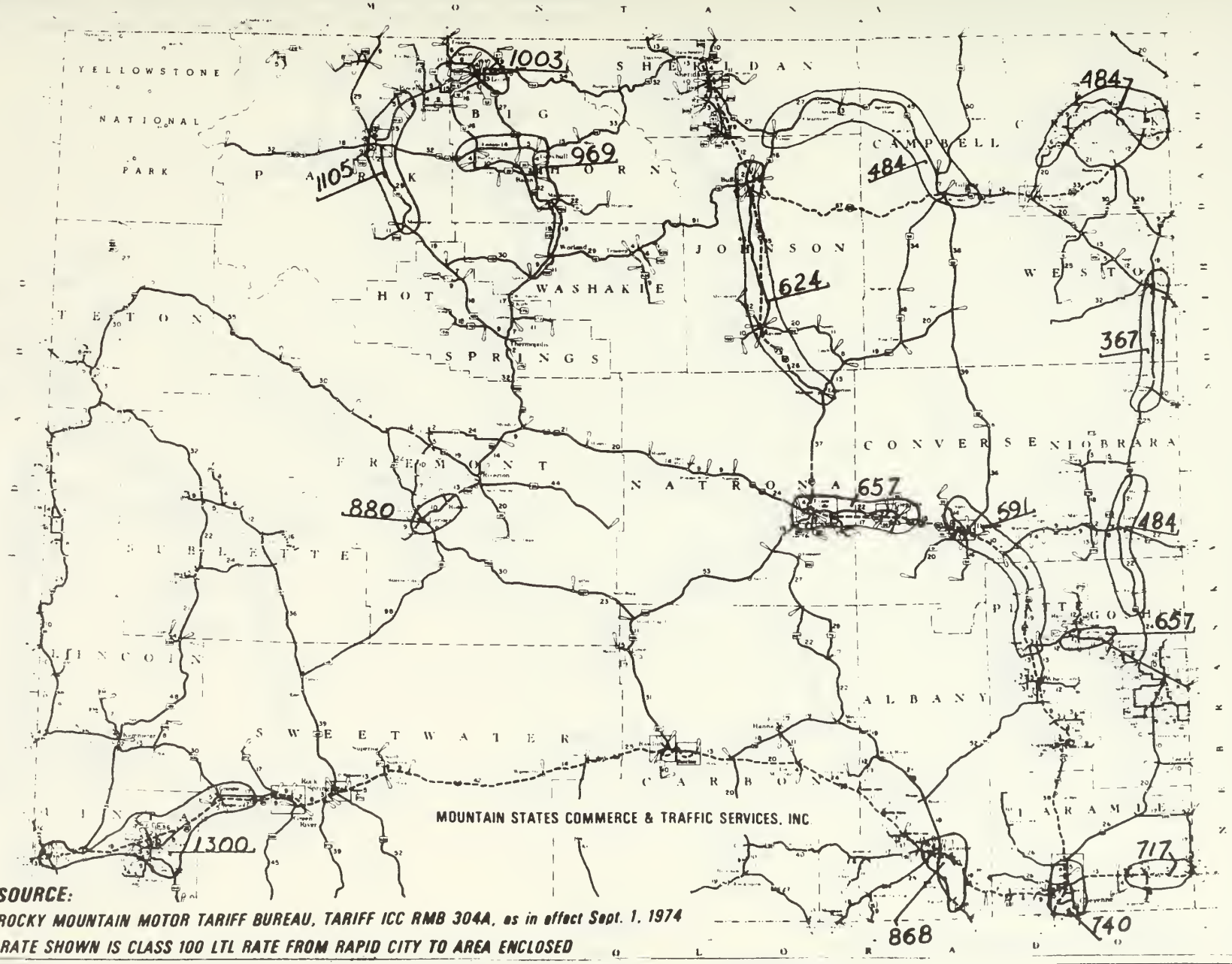
WYOMING DESTINATION RATE GROUPS: DENVER ORIGIN



Map W.1

MAP W.2

WYOMING DESTINATION RATE GROUPS: RAPID CITY ORIGIN



SOURCE:

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 304A, as in effect Sept. 1, 1974

RATE SHOWN IS CLASS 100 LTL RATE FROM RAPID CITY TO AREA ENCLOSED

PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

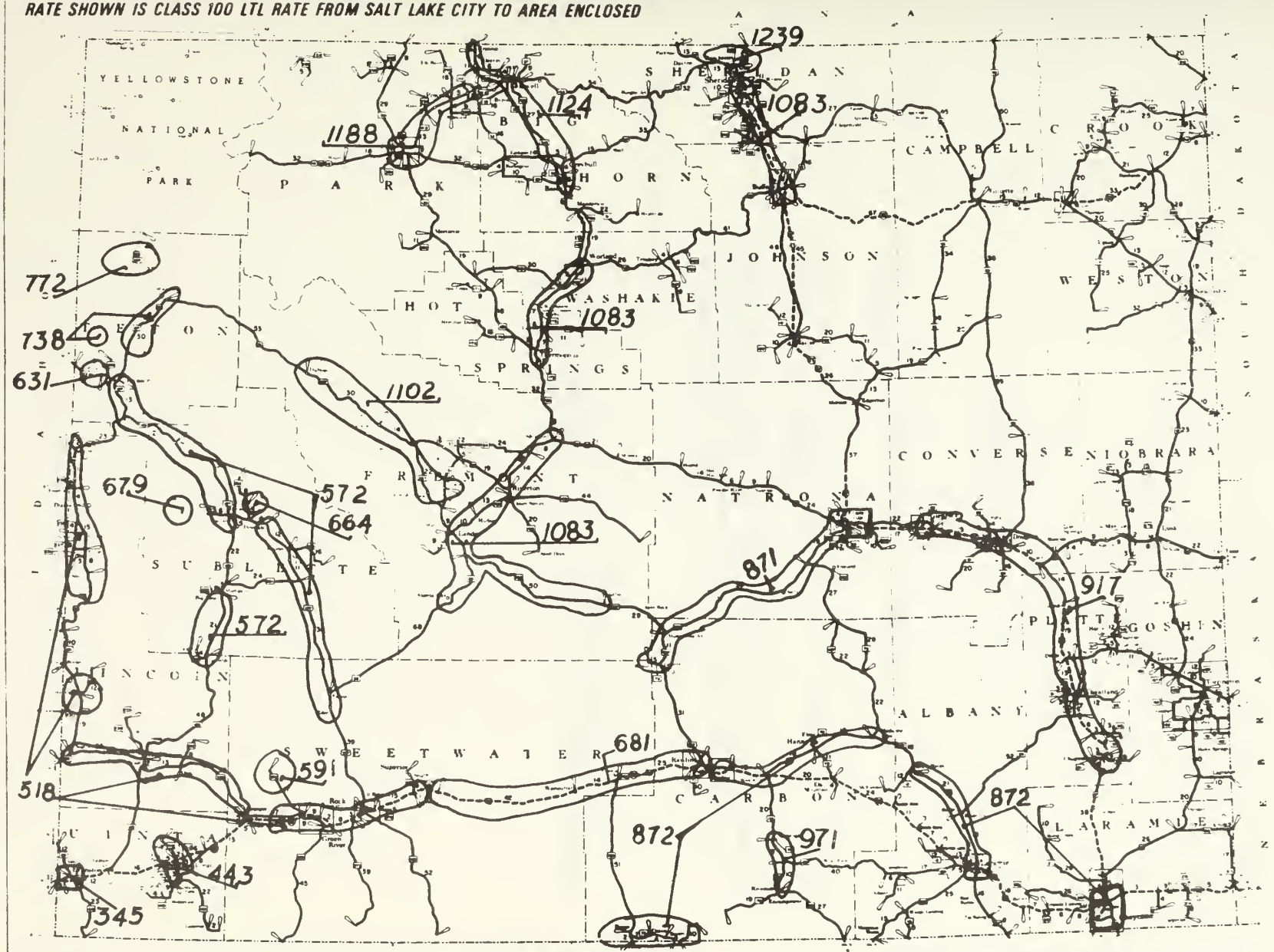
MAP W.3

WYOMING DESTINATION RATE GROUPS: SALT LAKE CITY ORIGIN

SOURCE:

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, TARIFF ICC RMB 334A, as in effect Sept. 1, 1974

RATE SHOWN IS CLASS 100 LTL RATE FROM SALT LAKE CITY TO AREA ENCLOSED



PREPARED FOR THE FEDERATION OF ROCKY MOUNTAIN STATES, INC.

MOUNTAIN STATES COMMERCE & TRAFFIC SERVICES, INC

Map W.3

APPENDIX 6

Table 6.1 Comparison of Rate Levels for Hauls of Various Lengths

Table 6.1 A Comparison of Rate Levels for Hauls Listed in Selected Tables from Appendix 5

Table 6.2 Comparison of Rail and Highway Short-line Mileages and Class 100 LTL Rates between All State Capitals of Project Study Area

Tables 6.3 through 6.12:

Modified excerpts of tariff pages with addition of columns showing true percentage relationship between class ratings and class rates.

TABLE 6.1

and

TABLE 6.1 A

Comparison of Rate Levels

between Hauls in Different States and

Parts of the Project Study Area

TABLE 6.1

COMPARISON OF RATE LEVELS FOR HAULS OF VARIOUS LENGTHS

Between	Miles	Class 100 LTL Rate in Cents per 100 Pounds per Mile	Cents
Minneapolis & Sioux Falls, S.D.	234		2.96
Denver & Rawlins, Wyo.	230		2.96
Minneapolis & Fargo, N.D.	236		2.60
Denver & Newcastle, Wyo.	320		2.63
Minneapolis & Yankton, S.D.	311		2.39
Minneapolis & Grand Forks, N.D.	314		2.13
Denver & Arvada, Wyo.*	389		2.66
Minneapolis & Pierre, S.D.	394		2.25
Minneapolis & Crary, N.D.*	394		2.19
Denver & Ashland, Mont.*	476		2.52
Denver & Cody, Wyo.	489		2.11
Minneapolis & Bergen, N.D.*	464		2.09
Chicago & Omaha, Nebr.	459		1.88
Minneapolis & Dickinson, N.D.	530		1.96
Denver & Billings, Mont.	555		1.86
Minneapolis & Rapid City, S.D.	565		1.85
Chicago & Columbus, Nebr.	536		1.78
Denver & Melstone, Mont.*	643		1.85
Minneapolis & Williston, N.D.	628		1.70
Chicago & Kearney, Nebr.	638		1.63
Denver & Burley, Idaho	648		1.55
San Francisco & Wendover, Utah	638		1.27
Kansas City & Clovis, N.M.	651		1.23
Los Angeles & Towaoc, Colo.*	777		1.86
Chicago & North Platte, Nebr.	734		1.60
Denver & Butte, Mont.	778		1.44
Kansas City & Los Alamos, N.M.*	772		1.24
Los Angeles & Salt Lake City	752		1.19

(continued)

Table 6.1 (Concluded)

Between	Miles	Class 100 LTL Rate in Cents per 100 Pounds per Mile	Cents
		0 .25 .50 .75 1.00 1.25 1.50 1.75 2.00 2.25 2.50 2.75 3.00 3.25 3.50 3.75 4.00 4.25	
Los Angeles & Colbran, Colo.*	844		1.48
Denver & Havre, Mont.	856		1.45
Denver & Nampa, Idaho	831		1.35
San Francisco & Price, Utah	851		1.27
Kansas City & Alamogordo, N.M.	845		1.10
Denver & Pollock, Idaho*	962		1.55
Los Angeles & Aspen, Colo.*	932		1.43
Chicago & Scottsbluff, Nebr.	910		1.41
San Francisco & Moab, Utah	927		1.22
Kansas City & Gallup, N.M.	922		1.08
Denver & Eureka, Mont.*	1065		1.43
San Francisco & MexicanHat, Ut.	1077		1.28
Los Angeles & Denver	1059		1.23
Denver & Coeur d'Alene, Idaho	1058		1.09

* Asterisk identifies non-rate-group points. See Chapter 5 and Table 1 in each state data set in Appendix 5.

TABLE 6.1 A

Comparison of Rate Levels for All Hauls Listed in
Tables C.3, I.3, M.3, Neb.3, NM.3, ND.3, SD.3, U.3 and W.3

Arranged in Order of Increasing Mileage

Table	Origin	Point & State		Miles	Rate	Per mile/cwt.
W.3	Denver	Cheyenne	Wyo.	100	403	4.03¢
W.3	Denver	Laramie	Wyo.	129	518	4.02
W.3	Denver	LaGrange	Wyo.	160	643	4.02
W.3	Denver	Dwyer	Wyo.	198	643	3.25
SD.3	Minneapolis	Brookings	S.D.	204	687	3.37
SD.3	Minneapolis	Watertown	S.D.	204	687	3.37
SD.3	Minneapolis	Bruce	S.D.	216	733	3.39
W.3	Denver	Hartville	Wyo.	216	695	3.22
W.3	Denver	Rawlins	Wyo.	230	680	2.96
SD.3	Minneapolis	Sioux Falls	S.D.	234	693	2.96
ND.3	Minneapolis	Fargo	N.D.	236	615	2.60
SD.3	Minneapolis	Canton	S.D.	256	739	2.89
W.3	Denver	Casper	Wyo.	275	578	2.10
SD.3	Minneapolis	Huron	S.D.	278	757	2.72
SD.3	Minneapolis	Aberdeen	S.D.	280	741	2.65
SD.3	Minneapolis	Warner	S.D.	288	787	2.73
SD.3	Minneapolis	Alexandria	S.D.	290	803	2.77
SD.3	Minneapolis	Mitchell	S.D.	299	757	2.53
SD.3	Minneapolis	Yankton	S.D.	311	741	2.39
ND.3	Minneapolis	Grand Forks	N.D.	314	669	2.13
W.3	Denver	Newcastle	Wyo.	320	842	2.63
ND.3	Minneapolis	Jamestown	N.D.	330	797	2.42
W.3	Denver	Rock Springs	Wyo.	338	832	2.46
W.3	Denver	Gillette	Wyo.	342	989	2.89
W.3	Denver	Amax	Wyo.	360	1111	3.09
W.3	Denver	Riverton	Wyo.	381	820	2.15
W.3	Denver	Arvada	Wyo.	389	1033	2.66
ND.3	Minneapolis	Crary	N.D.	394	861	2.19
SD.3	Minneapolis	Pierre	S.D.	394	888	2.25
ND.3	Minneapolis	Devil's Lake	N.D.	404	827	2.05
ND.3	Minneapolis	Nekoma	N.D.	416	915	2.20
W.3	Denver	Sheridan	Wyo.	424	866	2.04
ND.3	Minneapolis	Langdon	N.D.	428	915	2.14
ND.3	Minneapolis	Bismarck	N.D.	429	916	2.14
ND.3	Minneapolis	Mandan	N.D.	435	916	2.11

Table	Origin	Point & State		Miles	Rate	Per mile/cwt.
Neb.2	Chicago	Omaha	Neb.	459	865	1.88¢
ND.3	Minneapolis	Bergen	N.D.	464	970	2.09
M.3	Denver	Ashland	Mont.	476	1198	2.52
W.3	Denver	Cody	Wyo.	489	1034	2.11
Neb.2	Chicago	Fremont	Neb.	491	905	1.84
ND.3	Minneapolis	Minot	N.D.	499	1030	2.06
M.3	Denver	Miles City	Mont.	515	1105	2.15
W.3	Denver	Jackson	Wyo.	515	1069	2.08
Neb.2	Chicago	Lincoln	Neb.	516	916	1.78
SD.3	Minneapolis	Enning	S.D.	522	1148	2.20
ND.3	Minneapolis	Lefor	N.D.	525	1072	2.04
Neb.2	Chicago	Norfolk	Neb.	528	970	1.84
ND.3	Minneapolis	Dickinson	N.D.	530	1038	1.96
Neb.2	Chicago	Columbus	Neb.	536	956	1.78
M.3	Denver	Billings	Mont.	555	1034	1.86
SD.3	Minneapolis	Rapid City	S.D.	565	1045	1.85
SD.3	Minneapolis	Black Hawk	S.D.	571	1091	1.91
SD.3	Minneapolis	Lead	S.D.	586	1102	1.88
Neb.2	Chicago	Grand Island	Neb.	596	1012	1.70
I.3	Denver	Idaho Falls	Idaho	597	960	1.61
I.3	Denver	Pocatello	Idaho	598	926	1.55
I.3	Denver	Blackfoot	Idaho	617	960	1.56
Neb.2	Chicago	Hastings	Neb.	617	1012	1.64
ND.3	Minneapolis	Williston	N.D.	628	1066	1.70
Neb.2	Chicago	Kearney	Neb.	638	1038	1.63
U.3	San Francisco	Wendover	Utah	638	808	1.27
M.3	Denver	Melstone	Mont.	643	1190	1.85
I.3	Denver	Burley	Idaho	648	1007	1.55
NM.3	Kansas City	Clovis	N.M.	651	801	1.23
ND.3	Minneapolis	Buford	N.D.	663	1100	1.66
M.3	Denver	Heath	Mont.	680	1081	1.59
I.3	Denver	Twin Falls	Idaho	688	1007	1.46
M.3	Denver	Froid	Mont.	689	2029	2.94
M.3	Denver	Bozeman	Mont.	695	1050	1.51
U.3	San Francisco	St. George	Utah	696	1172	1.68
U.3	San Francisco	Delta	Utah	697	1143	1.64
M.3	Denver	Moccasin	Mont.	699	1347	1.51
M.3	Denver	Medicine Lake	Mont.	700	2029	2.90
M.3	Denver	Glasgow	Mont.	709	1315	1.85
M.3	Denver	Plentywood	Mont.	721	2029	2.81
Neb.2	Chicago	North Platte	Neb.	734	1171	1.60
U.3	San Francisco	Tooele	Utah	736	1087	1.48
U.3	San Francisco	Nephi	Utah	748	1102	1.47
U.3	San Francisco	Salt Lake City	Utah	752	896	1.19
NM.3	Kansas City	Santa Fe	N.M.	752	928	1.23

Table	Origin	Point & State		Miles	Rate	Per mile/cwt.
NM.3	Kansas City	Espanola	N.M.	755	905	1.20¢
M.3	Denver	Belt	Mont.	760	1226	1.61
NM.3	Kansas City	Roswell	N.M.	762	868	1.14
NM.3	Kansas City	New Mexico State Penitentiary	N.M.	763	977	1.28
M.3	Denver	Scobey	Mont.	764	2029	2.66
NM.3	Kansas City	Hobbs	N.M.	768	905	1.18
NM.3	Kansas City	Los Alamos	N.M.	772	961	1.24
C.3	Los Angeles	Towaoc	Colo.	777	1449	1.86
M.3	Denver	Butte	Mont.	778	1120	1.44
U.3	San Francisco	Kanab	Utah	778	1406	1.81
M.3	Denver	Great Falls	Mont.	781	1120	1.43
M.3	Denver	Helena	Mont.	781	1120	1.43
NM.3	Kansas City	Albuquerque	N.M.	782	928	1.19
U.3	San Francisco	Richfield	Utah	787	1172	1.49
U.3	San Francisco	Logan	Utah	790	934	1.18
M.3	Denver	Vaughn	Mont.	794	1226	1.54
C.3	Los Angeles	Durango	Colo.	801	1301	1.62
C.3	Los Angeles	Grand Junction	Colo.	803	1061	1.32
U.3	San Francisco	Circleville	Utah	807	1406	1.74
I.3	Denver	Boise	Idaho	811	1068	1.32
U.3	San Francisco	Marysvale	Utah	817	1406	1.72
NM.3	Kansas City	Carlsbad	N.M.	828	917	1.11
I.3	Denver	Nampa	Idaho	831	1120	1.35
C.3	Los Angeles	Naturita	Colo.	836	1575	1.88
C.3	Los Angeles	Colbran	Colo.	844	1245	1.48
NM.3	Kansas City	Alamogordo	N.M.	845	928	1.10
U.3	San Francisco	Price	Utah	851	1085	1.27
NM.3	Kansas City	Duval Sulphur & Potash Co.	N.M.	853	959	1.12
M.3	Denver	Havre	Mont.	856	1243	1.45
NM.3	Kansas City	Farmington	N.M.	868	1008	1.16
NM.3	Kansas City	Ambrosia Lake Vicinity	N.M.	880	1076	1.22
NM.3	Kansas City	Arizona Public Service Commission near Fruitland	N.M.	883	1145	1.30
M.3	Denver	Missoula	Mont.	891	1230	1.38
NM.3	Kansas City	White Sands Missile Range (Cantonment Area)	N.M.	892	1049	1.18
U.3	San Francisco	Duchesne	Utah	902	1299	1.44
Neb.2	Chicago	Scottsbluff	Neb.	910	1287	1.41
NM.3	Kansas City	Las Cruces	N.M.	914	1008	1.10
NM.3	Kansas City	Gallup	N.M.	922	996	1.08
U.3	San Francisco	Vernal	Utah	923	1299	1.41
C.3	Los Angeles	Creede	Colo.	926	1706	1.84

Table	Origin	Point & State		Miles	Rate	Per mile/cwt.
U.3	San Francisco	Moab	Utah	927	1129	1.22¢
C.3	Los Angeles	Aspen	Colo.	932	1336	1.43
NM.3	Kansas City	White Sands Missile Area other than Cantonment Area	N.M.	942	1205	1.28
I.3	Denver	Pollock	Idaho	962	1491	1.55
U.3	San Francisco	Bonanza	Utah	968	1423	1.47
I.3	Denver	Riggins	Idaho	970	1491	1.54
U.3	San Francisco	Blanding	Utah	1005	1306	1.30
M.3	Denver	Kalispell	Mont.	1011	1361	1.35
I.3	Denver	Grangeville	Idaho	1022	1391	1.36
I.3	Denver	Wallace	Idaho	1031	1391	1.12
C.3	Los Angeles	Walden	Colo.	1037	1815	1.75
I.3	Denver	Cottonwood	Idaho	1037	1375	1.33
I.3	Denver	Kamiah	Idaho	1049	1382	1.32
I.3	Denver	Craigmont	Idaho	1053	1358	1.29
I.3	Denver	Coeur d'Alene	Idaho	1058	1152	1.09
C.3	Los Angeles	Denver	Colo.	1059	1306	1.23
M.3	Denver	Eureka	Mont.	1065	1524	1.43
C.3	Los Angeles	Pueblo	Colo.	1073	1306	1.22
I.3	Denver	Spalding	Idaho	1073	1308	1.22
C.3	Los Angeles	Boulder	Colo.	1076	1467	1.36
U.3	San Francisco	Mexican Hat	Utah	1077	1377	1.28
C.3	Los Angeles	Allenmine	Colo.	1083	1443	1.33
I.3	Denver	Lewiston	Idaho	1085	1152	1.06
C.3	Los Angeles	Colorado Springs	Colo.	1093	1354	1.24
I.3	Denver	Pierce	Idaho	1094	1397	1.28
C.3	Los Angeles	La Junta	Colo.	1098	1357	1.23
C.3	Los Angeles	Norad	Colo.	1103	1425	1.29
I.3	Denver	Orofino	Idaho	1104	1358	1.23
C.3	Los Angeles	Springfield	Colo.	1109	1769	1.60
C.3	Los Angeles	Greeley	Colo.	1113	1354	1.22
C.3	Los Angeles	Fort Collins	Colo.	1116	1354	1.21
C.3	Los Angeles	Akron	Colo.	1171	1714	1.46
C.3	Los Angeles	Eads	Colo.	1174	1641	1.40
C.3	Los Angeles	Sterling	Colo.	1183	1354	1.14
C.3	Los Angeles	Cheyenne Wells	Colo.	1231	1641	1.33
C.3	Los Angeles	Holyoke	Colo.	1231	1776	1.44
C.3	Los Angeles	Wray	Colo.	1235	1769	1.43

TABLE 6.2

Comparison of Rail and Highway Short-line Mileages
and Class 100 LTL Rates
between All State Capitals of
Project Study Area

TABLE 6.2

COMPARISON OF SAMPLES OF RAIL AND MOTOR FREIGHT CARRIER ROUTE MILES AND RATES IN PROJECT STUDY AREAS

Between	Rail Miles	Highway Miles	Rail Rate	Motor Carrier Rate	Rail ¢ per 100 per Mile	Trucks ¢ per 100 per Mile
Bismarck and Boise	* 1593	1033	1176	1017	0.74	.98
Bismarck and Salt Lake City	+ 1436	926	1135	956	.79	1.03
Boise and Lincoln	+ 1321	1211	1162	967	.88	.80
Boise and Pierre	1309	1079	1212	1006	.93	.93
Boise and Santa Fe	1306	973	1234	955	.94	+ .98
Bismarck and Santa Fe	1290	1030	1031	979	.80	.95
Helena and Santa Fe	1289	1088	1211	985	.94	+ .91
Pierre and Salt Lake City	+ 1154	832	1058	1035	.92	1.24
Helena and Lincoln	1076	1061	1068	901	.99	.85
Lincoln and Salt Lake City	+ 1024	905	959	823	.94	.91
Pierre and Santa Fe	1007	863	891	870	.88	1.01
Salt Lake City and Santa Fe	935	611	970	737	1.04	1.21
Boise and Denver	880	837	880	830	1.00	+ .99
Bismarck and Denver	867	674	815	907	.94	1.35
Denver and Helena	863	785	917	763	1.06	.97
Lincoln and Santa Fe	853	754	815	712	.96	.94
Helena and Pierre	827	697	943	756	1.14	1.03
Bismarck and Cheyenne	807	575	789	879	.98	1.53
Boise and Cheyenne	786	757	916	830	1.17	1.10
Cheyenne and Helena	757	697	864	784	1.14	1.12
Bismarck and Lincoln	698	599	698	655	1.00	+ 1.09
Bismarck and Helena	675	622	790	842	1.17	1.35
Denver and Pierre	585	525	651	712	1.11	1.36
Denver and Salt Lake City	569	510	752	680	1.32	1.33
Boise and Helena	569	495	751	662	1.32	+ 1.34
Cheyenne and Santa Fe	532	456	615	758	1.16	1.66
Cheyenne and Pierre	524	443	615	690	1.17	1.56
Cheyenne and Salt Lake City	519	451	708	680	1.36	1.51
Helena and Salt Lake City	505	477	708	633	1.40	1.33
Denver and Lincoln	484	488	589	640	1.22	+ 1.31
Lincoln and Pierre	459	397	614	576	1.34	+ 1.45
Cheyenne and Lincoln	455	454	560	620	1.23	1.37
Denver and Santa Fe	426	356	614	475	1.44	1.33
Boise and Salt Lake City	405	362	629	487	1.55	1.35
Bismarck and Pierre	401	208	457	477	1.14	2.29
Cheyenne and Denver	106	100	303	253	2.86	2.53

(Source Note and Footnotes on next page.)

Table 6.2
(Concluded)

SOURCES: Union Pacific, Distance Tariff No. 4000-B; Household Goods Tariff Bureau, Mileage Guide No. 10; Chicago and Eastern Illinois, Fast Frater; Appropriate rate tariffs as cited in Maps and Tables of Appendix 5.

*Combination over Cheyenne
+Combination over Denver

The railroad rates shown are Class 100 LCL rates. The railroads will not handle any shipment of less than 6000 pounds (differs with railroad) on these rates and the shipment must not involve freight house handling.

The motor freight carrier rates shown are Class 100 LTL rates applying upon quantities of at least 5000 pounds. Thus, they may be considered competitive to the rail rates shown. The truck rates include pickup and delivery.

All rates as effective September 1, 1974.

TABLES 6.3 through 6.12

MODIFIED EXCERPTS OF TARIFF PAGES

Modified excerpts of tariff pages with addition of columns showing true percentage relationships between class ratings and class rates.

TABLE 6.3

True Percentage Relationship of Class Rates
Middlewest Motor Freight Bureau Tariff MWB 502-A

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates and Charges

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES									
		600	500	400	300	250	200	175	150	125	110
		Rates in Cents per 100 Pounds									
		*%	*%	*%	*%	*%	*%	*%	*%	*%	*%
1076 to 1100 (between Minneapolis & Denver)	LTL	6771 534	5479 432	4428 349	3372 266	2847 224	2319 183	2058 162	1796 139	1533 121	1371 108
	500 #	6673 569	5379 459	4328 369	3278 280	2748 234	2224 190	1964 168	1698 145	1433 122	1277 109
	1000 #	6294 588	5051 472	4057 379	3063 286	2563 240	2066 193	1820 170	1574 147	1320 123	1172 110
	2000 #	6134 594	5019 486	4021 389	3028 293	2528 245	2031 197	1782 173	1532 148	1282 124	1132 110
	5000 #	5183 600	4240 491	3395 392	2552 295	2131 247	1710 198	1499 173	1286 149	1075 124	950 110
	VT	4381 594	3655 495	2928 397	2199 298	1837 249	1469 199	1284 174	1104 150	919 125	812 110

WEIGHT GROUP	100	92½	85	77½	70	65	60	55	50	47	45	40	37½	35
	Rates in Cents per 100 Pounds													
	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%
LTL	1269 100	1192 94	1107 87	1030 81	951 75	903 71	845 67	793 62	742 58	... ..	... ..	... ..	... ..	584 46
500 #	1172 100	1098 94	1013 86	933 80	852 73	808 69	748 64	694 59	645 55	... ..	... ..	... ..	... ..	488 42
1000 #	1070 100	997 93	919 86	848 79	773 72	726 68	670 63	620 58	575 54	... ..	... ..	... ..	... ..	426 40
2000 #	1033 100	960 93	886 86	812 79	731 71	687 67	636 62	584 57	532 52	... ..	... ..	... ..	... ..	385 37
5000 #	864 100	804 93	737 85	677 78	611 71	570 66	530 61	484 56	440 51	415 48	402 47	... ..	... ..	315 36
VT	738 100	684 93	626 85	577 78	522 71	481 65	448 61	413 56	374 51	... ..	338 46	302 41	282 38	264 36

TABLE 6.4

True Percentage Relationship of Class Rates
Middlewest Motor Freight Bureau Tariff MWB 540

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates and Charges

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES													
		600		500		400		300		250		200		175	
		Rates in Cents per 100 Pounds													
			*%		*%		*%		*%		*%		*%		*%
738 (between Kansas City & Roswell, New Mexico)	LTL	5331	599	4337	487	3473	390	2611	293	2181	245	1747	196	1534	172
	1500 #	4844	599	3934	486	3151	389	2369	293	1977	244	1584	196	1395	172
	5000 #	4229	602	3434	488	2751	391	2067	294	1727	246	1384	197	1217	173
	VT	3531	591	2943	493	2355	394	1771	296	1479	248	1185	198	1037	174

WEIGHT GROUP	150		125		110		100		92½		85		77½		70		65		60	
	Rates in Cents per 100 Pounds																			
		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%
LTL	1317	148	1104	124	972	109	890	100	821	92.2	756	85	692	77.7	628	71	586	66	543	61
1500 #	1198	148	1000	124	886	110	809	100	744	91.9	690	85	631	77.9	570	70	536	66	492	61
5000 #	1048	149	874	124	771	110	703	100	650	92.4	603	86	548	78	496	71	466	66	431	61
VT	891	149	743	124	656	110	597	100	554	92.8	509	85	467	78	424	71	392	66	362	61

WEIGHT GROUP	55		50		45		40		40A		37½		35		35A		32½A		31		27½A	
	Rates in Cents per 100 Pounds																					
		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%
LTL	501	56	457	51	...	..	...	..	...	..	...	..	...	..	...	..	...	..	...	..	...	..
1500 #	460	57	416	51	...	..	...	..	...	..	...	..	...	..	...	..	...	..	...	..	...	..
5000 #	401	57	361	51	...	..	...	..	...	..	...	..	...	..	...	..	...	..	...	..	...	..
VT	331	55	304	51	303	51	302	51	244	41	300	50	299	50	220	37	198	33	196	33	170	28

TABLE 6.5

True Percentage Relationship of Class Rates
Pacific Inland Tariff Bureau, Inc.

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Section 6-A)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES 100 / 92 1/2		85 / 77 1/2		70 / 65		60 / 55 / 50		45 / 40 / 37 1/2 / 35	
		Rates in Cents per 100 Pounds									
			*%		*%		*%		*%		*%
294	LTL	506	100	434	86	358	71	306	60	...	..
(between	1M	463	100	396	85	327	71	278	60	...	..
Spokane	5M	361	100	307	85	253	70	218	60	...	..
Wash. and	10M	298	100	250	84	201	67	169	57	...	..
Grangeville,	20M	284	100	238	84	188	66	156	55	...	..
Idaho)	TL	334	100	285	85	233	70	204	61	166	50

TABLE 6.6

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 301

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Item 1300)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES										
		100	92.5	85	77.5	70	65	60	55	50	45	40
		Rates in Cents per 100 Pounds										
		*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%
532-A	LTL	827 100	784 95	745 90	700 85	661 80	642 78	617 75	578 70	578 70	... ..	... ..
(between	1M	797 100	755 95	720 90	675 85	637 80	618 78	595 75	557 70	557 70	... ..	... ..
Phoenix,	2M	751 100	710 95	680 91	637 85	601 80	582 78	563 75	524 70	524 70	... ..	... ..
Ariz.,and	5M	668 100	632 95	601 90	562 85	530 80	511 77	492 74	459 69	459 69	... ..	... ..
Albuquer-	10M	634 100	601 95	568 90	531 84	496 78	483 76	464 73	427 67	427 67	... ..	... ..
que,N.M.)	TL	710 100	673 95	641 90	601 85	568 80	551 78	532 75	496 70	496 70	349 49	313 44

TABLE 6.7

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 302-A

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Item 1300)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES											
		100	92.5	85	77.5	70	65	60	55	50	45	40	37.5
		Rates in Cents per 100 Pounds											
		* %	* %	* %	* %	* %	* %	* %	* %	* %	* %	* %	* %
822-A	LTL	910 100	842 93	774 85	705 77	637 70	591 65	545 60	544 60	543 60	... ..	... ..	... ..
(between	1M	801 100	741 93	681 85	620 77	560 70	521 65	481 60	441 55	401 50	... ..	... ..	... ..
Dallas and	2M	746 100	690 92	634 85	578 77	523 70	485 65	447 60	411 55	373 50	... ..	... ..	... ..
Denver)	5M	683 100	632 92	580 85	529 77	479 70	444 65	410 60	375 55	342 50	... ..	... ..	... ..
	TL	637 100	589 92	541 85	494 78	446 70	414 65	382 60	350 55	319 50	287 45	254 40	239 38

TABLE 6.8

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 304-A

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Item 1300)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES																	
		100		92.5		85		77.5		70		65		60		55		50	
		Rates in Cents per 100 Pounds																	
			*%		*%		*%		*%		*%		*%		*%		*%		*%
646	LTL	1148	100	1066	93	981	85	897	78	818	71	757	66	704	61	647	56	592	52
(between	1M	1000	100	931	93	856	86	785	79	710	71	663	66	615	62	566	57	517	52
Denver	2M	923	100	854	93	784	85	713	77	645	70	601	65	557	60	506	55	460	50
& Great	5M	879	100	813	92	745	85	681	77	613	70	572	65	528	60	483	55	439	50
Falls)	TL	828	100	767	93	704	85	645	78	581	70	541	65	497	60	458	55	419	51

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES									
		45		40		37.5		35			
		Rates in Cents per 100 Pounds									
			*%		*%		*%		*%		
646	LTL	374	45	335	40	314	38	295	36		
(between	1M	...	..	...	..	...	..	...	..		
Denver	2M	...	..	...	..	...	..	...	..		
& Great	5M	...	..	...	..	...	..	...	..		
Falls)	TL	...	..	...	..	...	..	...	..		

TABLE 6.9

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 319-A

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Item 1300)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES																			
		100		92.5		85		77.5		70		65		60		55		50		45		40		37.5		35	
		Rates in Cents per 100 Pounds																							
			*%		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%
632	LTL	1041	100	966	93	885	85	807	78	731	70	680	65	625	60	573	55	521	50	...	..	...	..	...	..	...	..
(between	1M	1005	100	929	92	853	85	777	77	702	70	653	65	603	60	555	55	500	50	...	..	...	..	...	..	...	..
Casper &	2M	946	100	876	93	805	85	735	78	663	70	617	65	568	60	522	55	474	50	...	..	...	..	...	..	...	..
Albuquer-	5M	903	100	835	92	767	85	700	78	631	70	587	65	541	60	496	55	452	50	...	..	...	..	...	..	...	..
que)	TL	852	100	786	92	725	85	662	78	599	70	555	65	514	60	473	56	431	51	385	45	345	40	322	38	302	35

TABLE 6.10

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 330-A

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Item 1300)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES												
		100	92.5	85	77.5	70	65	60	55	50	45	40	37.5	35
		Rates in Cents per 100 Pounds												
			*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%	*%
1205	LTL	1334	100	1234	93	1134	85	1034	78	934	70	867	65	800	60	734	55	667	50	...	..	...	..	...	...	...	..
(between	5C	1274	100	1178	92	1083	85	987	77	892	70	828	65	764	60	701	55	637	50	...	..	...	..	...	...	...	..
Los Ange-	1M	1190	100	1101	93	1012	85	922	77	833	70	774	65	714	60	655	55	595	50	...	..	...	..	...	...	...	..
les &	2M	1120	100	1036	93	952	85	868	78	784	70	728	65	672	60	616	55	560	50	...	..	...	..	...	...	...	..
Alamosa,	5M	1029	100	952	93	875	85	797	77	720	70	669	65	617	60	566	55	515	50	...	..	...	..	...	...	...	..
Colo.)	10M	970	100	897	92	825	85	752	78	679	70	631	65	582	60	534	55	485	50	...	..	...	..	...	...	...	..
	TL	1016	100	940	93	864	85	787	77	711	70	660	65	610	60	559	55	508	50	457	45	406	40	381	37½	356	35

TABLE 6.11

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 334-A

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rate.

Table of Class Rates for Classes 100 and Lower
(For rates on classes higher than Class 100, see Item 1300)

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES																	
		100		92.5		85		77.5		70		65		60		55		50		45		40		37.5		35	
		Rates in Cents per 100 Pounds																							
			*%		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%		*%
546	LTL	892	100	827	93	761	85	698	78	634	71	592	66	547	61	506	57	464	52	...	..	...	..	...	..	...	..
(between	5C	849	100	788	93	725	85	664	78	605	71	565	67	522	61	483	57	444	52	...	..	...	..	...	..	...	..
Salt Lake	1M	764	100	705	92	650	85	592	77	537	70	497	65	456	60	420	55	379	50	...	..	...	..	...	..	...	..
City &	2M	722	100	667	92	613	85	560	78	506	70	470	65	433	60	397	55	360	50	...	..	...	..	...	..	...	..
Casper,	5M	667	100	618	93	569	85	517	78	468	70	434	65	400	60	368	55	335	50	...	..	...	..	...	..	...	..
Wyoming)	TL	662	100	612	92	565	85	514	78	466	70	433	65	399	60	368	56	335	51	302	46	264	40	250	38	235	35

TABLE 6.12

True Percentage Relationship of Class Rates
Rocky Mountain Motor Tariff Bureau, Inc. Tariff ICC RMB 521

*Figures in column following each rate column indicate the true percentage which the rate is of the Class 100 rates.

Class Rates Base Scales
Rates are stated in cents per 100 pounds

RATE BASIS NUMBER	WEIGHT GROUP	CLASSES											
		100		92.5		85		77.5		70		65		60	
		Rates in Cents per 100 Pounds											
			*%		*%		*%		*%		*%		*%		*%
756S	LTL	1175	100	1085	92	999	85	911	78	821	70	762	65	704	60
(between	1M	919	100	852	93	781	85	713	78	643	70	599	65	552	60
Dallas	2M	868	100	804	93	738	85	675	78	608	70	566	65	521	60
& Grand	5M	779	100	721	93	663	85	605	78	545	70	507	65	468	60
Junction,	TL	772	100	714	92	658	85	600	78	542	70	503	65	466	60
Colorado)															

WEIGHT GROUP	55		50		45		110		125		150		175		200	
	Rates in Cents per 100 Pounds															
		*%		*%		*%		*%		*%		*%		*%		*%
LTL	647	55	586	50	...	..	1295	110	1469	125	1762	150	2054	175	2350	200
1M	507	55	460	50	...	..	1012	110	1150	125	1381	150	1611	175	1840	200
2M	479	55	437	50	...	..	955	110	1085	125	1304	150	1521	175	1739	200
5M	429	55	388	50	...	..	857	110	974	125	1172	150	1366	175	1561	200
TL	428	55	387	50	351	47	848	110	964	125	1154	150	1346	174	1538	199

APPENDIX 7

EXHIBIT 7.1 Letter from Rocky Mountain Motor Tariff Bureau

EXHIBIT 7.1

ROCKY MOUNTAIN MOTOR TARIFF BUREAU, INC.

TELEX 045517
RMMTB DVR

P. O. BOX 5746, TERMINAL ANNEX
DENVER, COLORADO 80217

PHONE 433-6731
AREA CODE 303

January 29, 1975

Mr. Paul McElhiney
Mountain States Commerce & Traffic Services, Inc.
2100 East Colfax Avenue
Denver, Colorado 80206

Dear Sir:

This will have further reference to your letter of January 8 and my reply of January 24, 1975, concerning your request for commodity rate information.

By coincidence we had a special Executive Committee meeting here yesterday and that committee authorized me to advise you that for the calendar year 1973, 45.30% of the hundredweight handled by the general commodity carriers, under tariffs issued by this agency, moved on commodity rates.

Very truly yours,

Z. L. Pearson, Jr.

Z. L. Pearson, Jr.